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SATURDAY, NOVEMBER 7, 1925.

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RED SWATOW.

CHANG KAI-SHEK ARRIVES IN CITY.

ANTI-BRITISH MOVE.

General Chang Kai-shek, the Red Commander-in-Chief of the East River expedition, arrived in Swatow at noon yesterday, at the head of 1,500 troops. The new Garrison Commandant, General Ho Ying-yen, had entered the city on the previous evening. Chan Kok-man has been appointed Mayor of the city.

All the shops are still closed, and the strike pickets have again resumed duty, preventing passengers from embarking or disembarking.

The occupation of Swatow by the Reds means for the present the total cessation of British trade with that port. Already orders have been issued that no British cargo shall be taken into Swatow and that no vessel arriving from or departing to a British port shall be allowed to work cargo of any description. British vessels are not permitted to load or unload, no matter from which port they come. The Hydrangea has ceased her run for the time being, and no vessels are leaving Hongkong for Swatow at all, communication being completely severed.

EARLIER REPORTS.

Previous reports on the situation were as follows:

The situation in Swatow is at present quiet. All the anti-Reds have evacuated the city. Although under the control of the Reds, there is only a small force there at present—just sufficient to preserve order. The several administrative offices are not yet functioning in their normal way. To all appearances there is an absence of confidence in the part of the public. The reason for this, it is stated, is that no responsible heads have assumed office in the several civil administrations, while the Garrison Commandant has not as yet taken up his post. It is reported that Ho Ying-yen, who is to fill this position, is still actively engaged in the field in rounding up the anti-Red forces which have not escaped across the boundaries of Fukien and Kiangsi. Apart from this, Chang Kai-shek has made his headquarters at Chao Chowfu, which has reduced Swatow to a position of secondary importance. It being stated that there are still ships of the Northern fleet near Swatow, which would open the latter place to an attack by sea, and as Chang Kai-shek is nearer in touch with his army in the field, Chao Chowfu is regarded as a suitable place in which to establish his headquarters.

It is reported from headquarters that Chang Kai-shek has openly declared that in order to unify Kwangtung, the first and foremost work is to wipe out every vestige of the Yuet Kwan, because its record in Kwangtung since the Revolution, with the exception of the two years in Cheung Chow, Fukien, is one of disgrace to the name of a soldier. No where in the entire East River sector, which is the home of the Yuet Kwan, can real improvements be seen, but in every village and town, countless complaints and grievances are being heard from the country folk. "It is necessary," says General Chang, "not only to eradicate the very roots in Kwangtung, but it is also our imperative duty to pursue them even across the boundaries of Fukien and Kiangsi, in order to obliterate every trace of their footsteps; otherwise our work is but half done, and our aim to reunify China will be thwarted if an opportunity be given them to recuperate." From the above declaration, it will be observed that Chang Kai-shek's

BORDER INCIDENT.

POLICE BOAT FIRED AT.

PICKETS AGAIN ACTIVE.

Whilst patrolling the Shum Chun river, a police motor boat was again fired upon from the Chinese bank, at Lokmachau, yesterday afternoon.

Details are lacking, but it is known that some fifty shots were fired, six or seven of which hit the boat, but fortunately without injuring any of the occupants.

The boat, at the time, was manned by two constables under the charge of a European Sergeant. As far as can be ascertained, the fire was not replied to by the police.

The outrage is attributed to labour picket activities which now show indications of a marked resumption.

ROBBER FIGHT.

STREET BATTLE IN CANTON.

The story of an exciting police fight with a gang of robbers is told by a Canton correspondent, who says that on Wednesday, in broad daylight, a daring attempt at robbery was made by a gang of seven men at a house in the Wo Ning Lane, which leads to Ta Sun Street.

Some days previously an inmate of the house overheard a maid servant arranging with a strange man, for the robbery to be committed, and the information was given to the No. 6 Police Station. Detectives and policemen in civilian clothes (all armed) were secretly posted at several points and a strict watch was maintained. On Wednesday afternoon, at about three o'clock, seven men, carrying baskets of flowers on bamboo poles, entered the lane, and when one of them noticed that a plain-clothes detective was shadowing him he turned and fired at the officer. This was the commencement of a regular battle between the men, who were robbers pretending to be coolies, and those who had watched and waited. One robber was killed outright, two were very seriously wounded and the other four made good their escape in the general confusion. A passer-by, who was caught in the affray, was also killed, but the police escaped without casualty.

The affair created considerable stir in the neighbourhood.

Immediate return to Canton is not likely.

It is further stated that Chang Kai-shek is devoting much of his time in the selection of both civil and military administrative officers. Positions are given as acting and not substantive, and all troops other than the Cadet Corps are being gradually sent back to Canton to reinforce the Southern and West River sectors. Furthermore, it is stated, the duty to round up and to pursue the anti-Reds has been entrusted to the 1st and 2nd Divisions of the 1st Army Corps which is composed almost entirely of Cadets, whose reports are embodied in the following military communique issued by the Canton Government:—

On the 20th October, the 1st Division attacked from various points on the main body of the forces of Lum Foo, comprising 12,000 strong, and cornered them at a place near the hills of Shang Tau Kwei, with the result that 6,000 prisoners, over 5,000 rifles, six heavy artillery pieces, field-guns and ammunition were captured.

On the 30th October, the 2nd Division attacked the defeated remnants of Lum Foo's forces, resulting in the capture of over 5,000 prisoners, over 5,000 rifles and 10 machine guns. The entire force of Lum Foo is practically annihilated with the exception of a small detachment under Chang Fa-yu, which made good their escape.

In another communique it is stated that the Canton Army has captured Ng Wah, thus cutting the rear of the anti-Reds and preventing them escaping into Fukien and Kiangsi.

CUSTOMS PARLEY.

CHINA LUXURY TAX PROPOSALS.

JAPAN OBJECTS.

Peking, Nov. 6.

At to-day's session of the Tariff Committee Mr. W. W. Yen pointed out that most countries' customs duties were flexible and adjustable according to the yearly budgets, whereas China's import duties since 1842 and 1858 had been uniformly fixed at five per cent.

Mr. Tsai Ting-kan stated that the temporary surtax would facilitate likin abolition and pave the way to re-adjustment of China's loan obligations as well as yield a balance for the construction of public utilities and administration. Annexes attached to the Chinese Memorandum were handed out to the press and give, under the "A" grade of luxuries, tobacco, cigars, snuff, etc., and a list of wines and other alcoholic drinks which it is suggested should be subjected to a thirty per cent. surtax; under the "B" grade of luxuries a list of 31 series of articles is given and it includes silk goods, woollen and fine cotton goods, leather, furs, sugar, fish, beverages, chinaware, glassware, drugs, medicines, jewellery, vehicles (excluding touring motor cars), munitions, musical instruments, electric materials, clocks, watches, toys, games and toilet requisites.

JAPAN'S VIEW.

Mr. Yoshizawa urged that a two and a half per cent. surtax was what all the Governments represented were committed to. Its authorization by the Conference did not require further ratification, or was certain to receive ratification, whereas the levying of a surtax at a higher rate would involve uncertainty and delay, and would seriously disturb Sino-foreign trade relations.

Mr. Yoshizawa declared that the rehabilitation of China's credit demanded consolidation of outstanding internal and external debts, and suggested that their funding should be by the issue of consolidation bonds of the required amount, secured by the customs revenue. These bonds should be distributed among the creditors in lieu of the original loans, the terms to be as fair and generous to China as possible. He declared that Japan was prepared to go as far as possible in assisting China to abolish likin and rehabilitate the country, for which he advocated the immediate consolidation of all debts; and said that Japan, as the creditor chiefly concerned, suggested in case of necessity a moratorium, for an interim period of three years, on the interest and amortization, and the placing of the fund at the disposal of the Chinese Government.

ITALY'S VIEWPOINT.

Com. Cerruti also urged the consolidation of the debt and opined that the period foreseen by China for the complete abolition of likin was an extremely short period and would be scarcely sufficient in a country less extended than China and where the authority of the central government extended everywhere. It should not be forgotten that impediments might occur and the Italian delegation was therefore disposed to support any reasonable proposition in case the abolition of likin was not effected within the time specified. Com. Cerruti argued that the increased revenue should be devoted to loan service. The abolition of likin needed civil administration. —Router.

REALTY COMPANY.

PROGRESS WITH EXCHANGE BUILDING.

REPULSE BAY BUNGALOWS.

Presiding at the annual meeting of the Hongkong Realty and Trust Company, Ltd., at the Hongkong Hotel, at noon to-day, the Rev. Father Robert stated that the Exchange Building would be completed within about three months' time. He added that the whole of the building had been let excepting the third floor and about three-quarters of the fourth floor. Announcement was also made that the six bungalows at Repulse Bay were practically completed, and that there is the possibility of building more bungalows on the site.

FINANCIAL POSITION.

The Chairman, after reading the auditors' report, stated:—You will observe from the Profit and Loss Account that the Company made a loss of \$5,698.07 for the year ending 30th June, 1925. It is not at any time a pleasant duty to present to shareholders an account showing a debit balance. Nevertheless, in this case I am sure you will agree that for our Company to be able to show that, covering the period from its commencement to the 30th June last, the loss is no more than \$5,698.07, is in fact rather a matter for congratulation, when it is borne in mind that profits cannot be expected until the buildings on our properties are completed and earning. Our architectural department has been well employed during the year under review, and as we have a well qualified and experienced staff, we are in an excellent position to carry out all the architectural and engineering work with which we have been and hope to be entrusted.

EXCHANGE BUILDING.

With regard to the Exchange Building, I would inform you that the third floor of the reinforced-concrete frame has now been laid and the contractors, the Hongkong Engineering and Construction Company, Ltd., assure us that their work will be finished in about three months' time. The boycott of the Colony instituted by the forces in control of affairs in Canton, naturally had a detrimental influence on the progress of the work, but, unforeseen occurrences excepted, we are hopeful that the work will now proceed without interruption. The materials and various items of equipment for the building are arriving satisfactorily, and altogether we are proceeding with the work as expeditiously as we possibly can. It is very gratifying to me, in view of the crisis through which the Colony is passing, to be able to remind you that in erecting the Exchange Building, we have not entered upon a speculative project, for we have already made arrangements for the leasing of the greater part of the building to good tenants on satisfactory terms, only the third floor and about three-quarters of the area of the fourth floor not having yet been let—and we have not pressed the matter of securing tenants for those floors (although we have received several tentative enquiries), as we are confident that as the building approaches completion the desirability of the offices, both as regards the central location of the building, the manner in which the suites have been designed, and the unequalled style of the accommodation offered, will be such that no difficulty will be experienced in leasing them.

THE BUNGALOWS.

With regard to our bungalow scheme on R. B. Lot 200, at Repulse Bay, six bungalows are practically completed, and I feel sure that, so far from having any trouble in renting them, we shall be encouraged to carry out the building of further bungalows, for which there is ample space on the same site. The total area of the Lot is about 366,000 square feet, and the land developed for the newly-erected six bungalows covers about 136,000 square feet. Shareholders of course understand that, in investing money in

IN RETREAT.

ANTI-REDS WITHDRAW.

RAILWAYS BUSY.

A report comes to hand stating that the Sze Yap districts have been cleared of the anti-Reds, who have concentrated at Young Kong, making Yan Ping, Na Foo and beyond as their first line of defence, with Na Lung, Toy Shan and beyond as the second line.

The anti-Red Forces are now on the defensive, awaiting reinforcements from Tang Poon-yan who has already despatched two Brigades from Kachow. Their retirement was forced, it is stated, by the delay in despatching reinforcements by Sun Pao-fan, the second in command of the anti-Red forces in the southern sector.

It is reported that both the Canton-Hankow and Samshui Railways have been busily employed in transporting Hunan and Yunnan units from the North River sector to the West River sector. It is estimated that about 4,000 troops have been conveyed by these two railways during the last three days. It further stated that Li Chai-sum has again reopened his recruiting station at Kwei Lin, and is now enlisting young men as recruits to undergo special training at the Whampoa Military College.

On the 4th inst., the Chinese section of the Canton-Kowloon railway was also busy transporting back from the front, and the passenger traffic was temporarily suspended on that day. The Sunning railway is now again in operation after the defeat of the anti-Reds at Dan Shui, it having been suspended during the operations in the Sze Yap district.

EVACUATION OF COLOGNE.

MAY BE ON DECEMBER 1st.

Paris, Nov. 6.

The conference of Ambassadors has agreed on the text of a Note to Germany asking for further enlightenment with regard to certain points connected with disarmament. If Germany's reply is satisfactory it is understood that December 1st may be fixed as the date for the evacuation of Cologne. —Router.

A Company such as this, no return by way of dividend can be expected until capital has been expended in the development of property. The Board have, however, deferred making Calls until money has been actually required to meet necessary payments, and it is only within this present week that the third instalment of \$2.50 per share (making the partly paid shares \$7.50 called up) has become payable. We have every reason to look forward to the satisfaction of holding our next yearly general meeting in our own building, and of then realising more than perhaps we do at the moment that our investment is represented by the best form of security—I mean an excellent site and a first-class building.

LATE MR. EDE.

I must not close my remarks without reference to the loss sustained by our Company by the death in May last of the Hon. Mr. C. Montague Ede, whom the whole Colony had good reason to hold in the highest possible esteem. It is with the deepest regret that I make this reference to one whose advice on all matters coming before your Board for consideration was rendered invaluable by years of experience and a wide knowledge of local affairs.

Bulls and Inners

From the Office Butts.

We are authorised to contradict the rumour that there will be a class for military etiquette at the Peak Club.

Some folk have an idea that a dooch-an-doris is something in six reels.

One thing, the Peak Tramway Company can always fall back on the Hermes planes next time a breakdown occurs.

It's all very well to say that everything will be all right in the long run, but how long will the long run run?

From a recent Volunteer order it would appear that in the matter of Musketry Part I, while dress may be optional, rifles must be taken.

The Red strikers in Canton are demanding warm clothing for the coming winter. Evidently afraid of turning blue.

If armed bands wore arm-bands, Kwangtung would be safe for democracy.

The health of the foreign delegates at Peking continues to be good, despite the fact that the Conference opened with the playing of the Chinese National Anthem.

We are still getting mail from North China stamped "P.B.C." Please be careful!

MacWhirter, he says kilt is fine for running in, provided they do not impede the arms.

The Gas Company can certainly claim that their new geysers are matchless.

Last Sunday morning, quite a number who attended the Hallowsen dinner had sympathy for China in her internal disturbances.

The only thing Scotch' that wasn't there last Saturday was Dundee Marmalade.

Borodin's Sorokade figured in a Hongkong concert programme this week. It has also proved a very captivating melody in Canton for months past.

A Hongkong man nearly won the Shanghai Champions sweepstake. If he'd added twenty-three to the number of his ticket, multiplied it by two and deducted fifteen per cent. from the total, he'd only have been seventy-four off the right number.

MacWhirter he says that next Halloween, he's going to wear waders and bring his own life-belt.

An advertiser has for sale a perambulator which "can hold two if desired." Looks like a two-seater for prospective runabouts.

There is no truth in the story that on Sunday morning our new Governor made enquiry regarding the Highland Regiment at present in Hongkong.

What with the Ritz, the Carlton and the Metropole, we're getting more like London every day.

"Brisbane Farmers," says a local newspaper heading. Now we're waiting for news about the London yokels.

There is no truth in the rumour that the Peak Tramway Company intends issuing a time-table showing the intended movements of the lower station for the coming month.

Extract from report in the Post: "It was in the year, I think, 1819 that Sir Claud Govenor began his public career." Now we know why he is retiring.

Judging from a report of last Wednesday's cricket match, Kowloon has at length got its money back at last month's money.

Who ever saw a Prohibitionist do the sword dance anyway?

One drawback about winning a championship in this Colony is that you're very apt to get your picture in the papers.

Children in the Far East these days continue to be broadened while their parents become flattened.

When a doctor tells you that it was your constitution that pulled you through, he might usefully be reminded to go easy with the bill.

You can only figure out that the blank look is caused by the absence of figures.

Dollars on the debit side are no use to anyone except the banks.

According to the Telegraph, Madame Butterfly was married to an officer in the United Services Navy—presumably a captain of Horse Marines.

Canton doesn't like missionaries, neither does she care for the Christian form of war-ship.

The evil that men do lives after them. The banana fritter was invented in 1846.

The only time there isn't war in China is when they hold a peace conference.

There's nothing like an eight-some reel for getting rid of the whisky.

Motorists should remember that one bad turn deserves another.

"Melba Sings," says a local newspaper heading. This will be news to folk who thought she spent her time catching butterflies.

The kiltie seen in the central district early Wednesday morning was going home from a wedding and had no connection with Halloween.

Communism is sound—and fury.

The way for China, to make headway is not the red way.

These smart flappers never get that way by listening to each other.

As MacWhirter says, almost any husband would make a perfect fool, if he got Valentino's salary for doing it.

The way things are now in this Colony we'll soon have to be thinking about a monument to the Unknown Pedestrian.

A philanthropist is a man who takes it from one set of folk and gives it to another.

All the dupe the Chinese swallow is not opium.

If ever the dongue germ is isolated we hope they will keep it that way.

Last Saturday night saw the last of the season's bathing.

Family note: The best way to preserve fruit is to lock it up.

Mrs. Dempsey says that she and her husband are of one mind. Hooray?

An American has offered a big reward to anyone who succeeds in communicating with his dead wife. We can only presume he couldn't find his other shirt.

Women's hats are getting smaller, but the bill is still an affair of extra sighs.

These days, thrift consists in worrying about what happened last month's money.

GREAT WINTER SALE

Commencing Saturday

October 31st

BIG BARGAINS

IN

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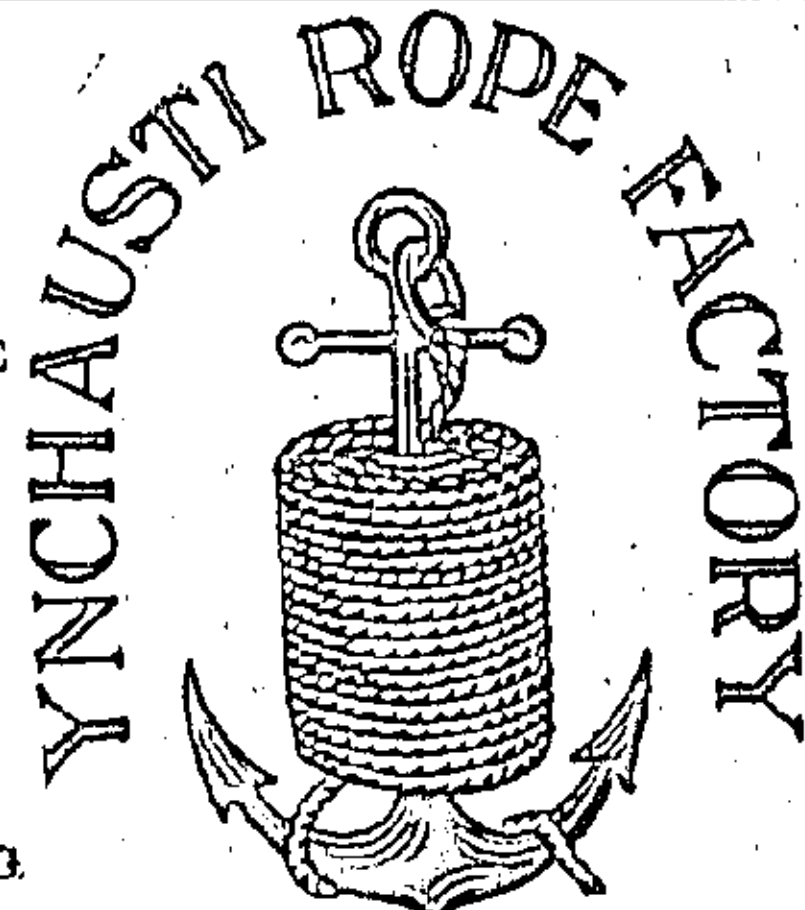
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PROPERTIES SOLD.

VALUABLE LOTS OFFERED.

Praya Reclamation Land.

The properties offered for sale yesterday afternoon at the China Auction Rooms and the Auctioneering and Broking Co. Ltd brought exceedingly good results, two lots in the Central district, sold by Mr. E. V. M. R. de Sousa realising no less than \$178,000, while Mr. L. E. S. Hodge disposed of a portion of Marine Lot 55 for the sum of \$39,000.

The first sale took place at the rooms of Mr. Hodge, and the lot put up consisted of the remaining portion of Marine Lot No. 55 together with the building known as No. 140 Des Voeux Road, Central. With the bidding starting at \$30,000, the lot was knocked down to Mr. Ma Sum-li for the price of \$39,000.

Mr. Sousa's first lot to be sold consisted of piece of ground situated at Victoria, Hongkong and known as the remaining portion of section A of the Praya Reclamation to Marine Lot No. 55 together with the messuages erections and buildings thereon known as No. 78 Connaught Road Central and No. 157 Des Voeux Road Central. The property is held from the Crown under and by virtue of two several agreements dated respectively the 5th day of October, 1889, and the 19th day of September, 1903, and respectively made between Mr. Bruce Shepherd for and on behalf of the Government of the one part and Li King Chuen of the other part and Li Tsuk Chi of the one part and Sir Henry Arthur Blake, G.C.M.G. of the other part being respectively the Reclamation and Possessory Agreements relating to the Praya Reclamation in front of Marine Lot No. 55. The annual Crown Rent is \$146.88 and it has an area of about 2,506 square feet.

Mr. Ho Siu-ping of No. 37 Gough Street, started the bidding by offering \$110,000 for the lot, and after some rivalry from other would-be purchasers he secured the property for \$123,000.

The second lot was smaller and was sold to the same purchaser for the upset price of \$55,000. The property comprises all those pieces of ground known first as subsection 2 of section A of Praya Reclamation to Marine Lot No. 55 and secondly as section 4 of Praya Reclamation to section B and the remaining portion of Marine Lot No. 56 together with the buildings erected thereon and known as No. 79 Connaught Road Central.

RUBBER.

STRAITS PRICES.

Through the courtesy of Messrs. Carrol Bros., we are able to give the following information regarding Straits prices.

Rubber is now \$1.60 a lb. Alor Gajahs, \$2.95; Amal Malays, \$1.50; Ayer Moleks, \$2.10; Ayer Panas, \$1.40; Balgownie, \$6.00; Bassetts, \$1.60; Bukit Jelutongs, \$1.55; Bukit Katil, \$1.85; Changkat Serdangs, \$9.50; Glenealya, \$2.70; Indragiris, \$11.50; Jerams, \$1.80; Kimahs, \$2.45; Kedahs, \$4.10; Kempas, \$9.60; Kuala Sidim, \$3.85; Lunas, \$14.50; Malaka Pin das, \$3.60; Malakoffs, \$5.20; Mandai Tekongs, \$1.10; Mayfields, \$12.50; New Serendahs, \$4.60; Pajamas, \$14.75; Parit Perak, \$4.00; Perak Rivers, \$2.40; Punggor, \$1.80; Sandycrofts, \$3.90; Seudals, \$4.10; Sungai Bagans, \$5.30; Tapahs, \$27.00; Tam balaks, \$1.85; Teluk An sons, \$14.50; Termerlohs, \$1.50; United Malaccas, \$3.05; Utan Simpans, \$4.00.

TARIFF CONFERENCE COMMITTEE.

C. T. WANG APPOINTED CHAIRMAN.

Use of Increased Revenue Undetermined.

Peking, Nov. 6.—The committee of two of the Tariff Conference held its first session this morning, all the Powers being represented. The Netherlands' proposal Mr. C. T. Wang was elected chairman. Mr. Wang briefly re-stated the position of the Chinese delegation in connection with the work before the committee and called on Mr. W. W. Yen to lay before the committee the detailed proposal of the Chinese Government regarding the rates of taxes on imports during the interim before the granting of tariff autonomy.

These include a five per cent surtax on ordinary goods, a thirty per cent tax on wines and tobacco, and a twenty per cent surtax. "B" grade, on luxuries.

The reasons for the Chinese proposals were then presented by Tsai Ting-kan. Baron Yoshizawa then presented a statement. Mr. Strawn explained in detail the American plan made on the 3rd November.

M. Cerruti, in the course of the general discussion made a statement urging that the Powers should know the needs to which the Chinese Government suggested that the increased revenue should be devoted. The Chinese delegation undertook to furnish further details of its plan for discussion at the next meeting, the date whereof has not been announced. —Reuter.

INDIAN MURDER CASE.

EVIDENCE CONCLUDED AND DEFENDANT COMMITTED.

Whifful murder was the charge on which a Hakkia Chinese was committed to take his trial at the Criminal Sessions, when brought up before Mr. E. W. Hamilton at the Kowloon Magistracy yesterday afternoon. Mr. T. S. Whyte Smith prosecuted on behalf of the Crown, the defendant being unrepresented.

The Crown case, disclosed by the evidence, was that whilst patrolling the Government Plantation at Ngau Shi Wan, during the early part of July, a picket consisting of a Chinese constable and two Indians arrested a Chinese for being in unlawful possession of a pine tree. The prisoner was left in the charge of one of the Indians while the other two police officers went to arrest other wood thieves who were cutting trees across the valley. On their return, the Indian constable was found lying on the ground, with bullet wounds in his head and abdomen, and after being removed to Hospital, he died on July 12.

A hawk who resides in a hut in the vicinity of the murder on hearing police whistles looked towards the direction from whence the sound came and saw two men struggling. He at once went for assistance and when he had reached the house of Mr. Knopp, he heard a shot, having heard one prior to going for help. When taken to the spot, Mr. Knopp found the Indian constable in the condition as seen by the police constables on their return later.

Acting on information received, the defendant was arrested when attempting to go across the border at Louw.

The case for the Crown having been concluded, the defendant was committed for trial.

HONGKONG AT WEMBLEY.

RESULT EXCEEDED EXPECTATIONS.

Local Exhibit a Rendezvous.

The sands of time are running fast as far as Wembley is concerned, and the Hongkong and Malayan sections will soon be little more than a memory with most of those who have seen, and appreciated them, says the *China Express* and *Telegraph* of October 8. Visitors have only two days more in which to see the picturesque native street and pavilion of Hongkong. On Oct. 11 the pavilion will close for good, and on the 17th the Chinese workers will leave Liverpool on their homeward journey, almost a fortnight before the general closing day. The result of the undertaking has, we understand, exceeded expectations. At the beginning of the Exhibition poor business was done and the attendance did not justify a very optimistic outlook, but as time went on enthusiasm awakened and Hongkong proved, as last year, one of the chief rendezvous of visitors to Wembley. Considerable interest was taken in the Chinese workers at silk weaving, mat making, turning out wax dolls, as well as manufacturing the famous blackwood furniture. Though the sales of cane, blackwood furniture, silver ware, etc., cannot be described as very large, there has, nevertheless, been a steady demand for these manufactures, and the Pavilion has well served its purpose of making known the excellence of Chinese goods. Mr. Halifax, the Commissioner, and those associated with him, have every reason to be congratulated on the success achieved.

King Alfonso was with some members of his Court, walking near the Palace of the Escorial when the strains of a barrel-organ were heard. Learning that a wedding was being celebrated in a neighbouring tavern, the King went to the spot, approached the bride and bridegroom, a sempstress and a mason and shook them warmly by the hand, wishing them every happiness, and drank their health in cheap red wine.

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AN APOLOGY

In view of the heavy demand on our staff, some customers have had to wait a few days for their clothes to be dry-cleaned by us. To all such, we offer our sincere regret for any inconvenience caused. We are glad to state now, that we have obtained the services of additional experts to our staff, and all work received from this date, will be finished.

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—DRY DOCK—

LENGTH 787 FEET.

LENGTH ON BLOCKS 750 FEET

DEPTH ON CENTRE 0' 6"

SILL (H.W.S.T.) 34 FT. 6 INS.

—THREE SLIPWAYS—

CAPABLE OF HANDLING SHIPS UP

TO 3000 TONS DISPLACEMENT.

ELECTRIC CRANE AT SEA WALL CAPABLE OF

LIFTING 100 TONS AT 70 FEET RADIUS.

BUTTERFIELD & SWIRE, Agents

HONGKONG, CHINA & JAPAN.

TEL. ADDRESS:—"TAIKOODOCK" HONGKONG.

TELEPHONE NO. 212

CALL FLAG: "6" OVER "AND PENHANT"

Sudden Chills

lower the vitality of the whole body and pave the way for more serious illness. Scott's Emulsion supplies just the vital extras that health demands.

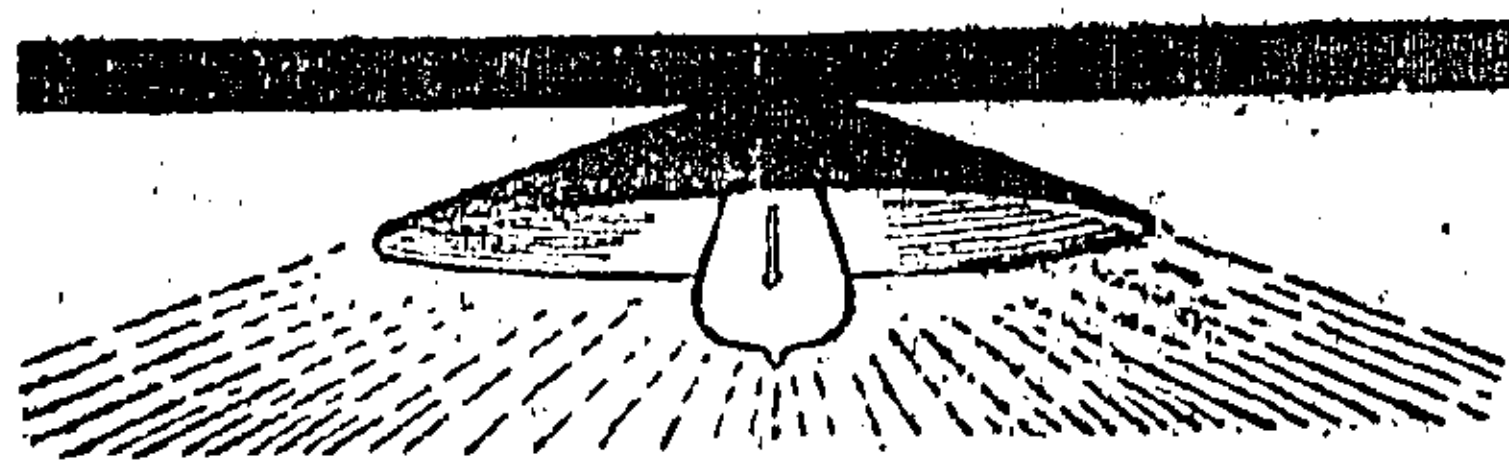
Scott's Emulsion
It brings health to all.

SALESMAN SAM.

When the Joke's on the Other Fellow, It's All Right, But—

By Swan.





Don't forget—

Electricity is associated in your mind with light, but it is used also for cooking, heating and cleaning.

There is heat and power in it too!

ELECTRICITY

Our Service Department is at your disposal to help you on any problem where electricity may be assistance in BUSINESS, INDUSTRY & DOMESTIC ECONOMY.

The China Light & Power Co. (1918) Ltd.
Showroom; 62, Nathan Road, Kowloon.



DON WHISKY IS AGED, AND UNIFORMLY GOOD—IT IS THE FAVOURITE OF PRE-WAR DAYS.

The flavour and excellence of DON is the secret of many generations of distilling. You have missed DON since the war, but now it is back to you again—exactly the same quality as before. You will not be disappointed!

At your club or store

N. S. MOSES & Co., Ltd.

Agents.

ELECTRO-PLATING.

OVER TWENTYEARS EXPERIENCE in the Electro-deposition of Metals in Hongkong places us in a position to offer reliable and efficient service for the plating of articles in Gold, Silver, Nickel and Copper.

Artistic finishes in Bronze, Antique Copper, and Oxidized Silver.

Polished and Lacquered Brassware.

William C. Jack & Co., Ltd.

Electrical Engineers.

Tel Central 358.

Hongkong.

THE CHINA STATION.

VINDICTIVE'S DEPARTURE DELAYED.

Recent Appointments.

The new crew for the *Diomedee*, which recently returned home from the China Station, for service on the New Zealand Division, are all picked men, and all volunteers. So popular was the call for volunteers that the crew could have been made up half a dozen times.

The departure of the cruiser *Vindictive* for the China Station has been slightly delayed by some additional repairs and alterations. As already announced, Captain Ralph Howard, has been selected to command the *Vindictive*. The recommissioning of the *Vindictive* cost the large sum of £330,446, her interior having been largely reconstructed and armament—six 7.5 in. guns, three 4 in. guns in the anti-aircraft batteries, and four 3-pounders and two 2-pounder pom-poms—having to be replaced. The *Vindictive* is sister ship of the *Hawkins*, flagship of the China Station.

Captain R. M. Bellairs, an officer well-known on the China Station, has been appointed flag captain of the *Ellingham*, the new flagship of the East Indies Station, and as chief of staff to Rear-Admiral Ellerton, on the latter succeeding the present Commander-in-Chief, Rear-Admiral Herbert W. Richmond. Captain Bellairs has had a most distinguished professional career since he passed out of the old Britannia.

Warrant Telegraphist T. F. Perrow, after being posted to the *Tamar* at Hongkong, will take charge of the Wireless Station at Seletar, Singapore. Mr. Perrow served afloat and ashore during the late war.

H.M.S. *Malaya*, the battleship presented to the Navy before the war by the Federated Malay States, is changing her commanding officer, Captain G. N. Tomlin, C.M.G., M.V.O., A.D.C., being relieved by Captain E. Astley-Rush-ton, C.M.G., late Director of the R.N. Staff College.

The following appointment was made by the Admiralty on Oct. 6:—Sub-Lieut. J. S. S. Litchfield-Speer to Durban (Nov. 1).

OBITUARY.

SIR A. J. HENNIKER-HUGHAN.

The death took place in a nursing home in London, on Oct. 4, of Admiral Sir Arthur John Henniker-Hughan, Bt., C.B., of Airds, Unionist member for Galloway, at the age of 59. In the course of his active career afloat and ashore he rendered good service to the State. From 1887 to 1891 he was sub-lieutenant and lieutenant in the *Firebrand*, a gunboat on the China Station.

Mr. Arthur Lane.

Hongkong friends will regret to learn of the death, which took place on Sept. 29 at Instow, North Devon, of Mr. Arthur Lane, a former chief officer of the Hongkong Fire Brigade. Mr. Lane, who formerly belonged to the London Fire Brigade, joined the service of the Hongkong Government about twenty years ago, and played a large part in organizing the fire fighting force of the Colony on a footing to enable it to cope with modern requirements. It was he, also who initiated the up-to-date equipment which protects the rapidly-growing interests on the Kowloon peninsula. For some years he lived at the Fire Station there, and, on his retirement a few years ago, gave the name "Kowloon" to his North Devon home. He was 59 years of age.

HOME WEDDING.

LAWRENCE—ADDIS.

The marriage took place at the Guards' Chapel, Wellington Barracks, on Oct. 3, of Major Roland Lawrence, M.C., Coldstream Guards, elder son of Sir Walter and Lady Lawrence, of 94, Eaton-square, and Birchgrove, East Grinstead, to Miss Susan Addis, third daughter of Sir Charles and Lady Addis, of 68, Primrose Hill-road, N.W. The Rev. J. A. James, Chaplain to the Brigade of Guards, and the Rev. Severn Majendie officiated, and Sir Charles Addis gave his daughter away.

Miss Addis wore a gown of ivory panne velvet, with a train of the same material, having a pointed collar and a shawl of the same material. Over this she wore a shawl of old Limerick lace, lent by the bridegroom's mother, and a tulle veil fell from a wreath of orange blossoms. She carried a bouquet of white roses and white heather, and was attended by a little page and five bridesmaids. The former—Master Geoffrey Bourne-May—was in a white satin suit, and the bridesmaids, who included the bride's three sisters—the Mesdames Robina, Henrietta, and Margaret Addis—Miss Joyce Simpson and Miss Mary Leveson, wore dresses of blue georgette over pink. Each attendant carried a bouquet of pink roses and white heather.

The best man was Colonel the Hon. Trevor Lawrence, R. H. A. Both the bridegroom and Colonel Lawrence were uniform, and warrant officers, N.C.O.'s and men of the 1st Coldstream Guards formed a guard of honour. The reception after the wedding was held by Lady Addis at 68, Primrose Hill-road, and among those present were:—

Sir Walter and Lady Lawrence (parents of the bridegroom), Lord and Lady Lawrence of Kingsgate, the Mesdames Jenn and Rachel Addis (sisters of the bride), Messrs. C. T. G. H., J. M., and R. G. Addis (brothers of the bride), Miss Addis (aunt), Mrs. Addis with Mr. and Mrs. A. P. Richter, the Hon. Olive and Mrs. Lawrence, Mrs. Thorburn Addis, Mrs. Richard Lawrence and Miss Dorothy Lawrence, Major and Mrs. A. E. Lawrence, Mr. and Mrs. Francis R. James, Mrs. David Addis, Miss Geraldine Lawrence, Mr. Charles L. Lawrence, Lord and Lady Askwith, the Hon. George and Lady Agnes Peel, Lady Ada Boyd, the Master of Ellbank and the Hon. Mrs. Gideon-Murray, Sir George and the Hon. Lady Leveson-Gower, Lady Thynne and Miss Angela Thynne, Sir Robert and Lady Ho Tong, Sir Francis and Miss Younghusband, Admiral Sir Arthur and Lady Leveson and Miss P. Leveson, Judge Sir Alfred Tobin, Sir John and Lady Struthers, Sir Cecil and Lady Beck, Sir George Younghusband, Sir Elliot Colvin, Sir James and Lady Dodds, the Dowager Lady Jackson, Lady Peter, Sir Donald and Lady Robertson, Edith Lady Bradford, Sir Christopher Magnay, Mrs. Chandos-Leigh, and Lady (John) Miller.

THE NORTHERN SITUATION.

Shanghai, Nov. 6.—Minor battles have resulted in Kuchan changing hands three times and Tsinkiangpu twice. It is reported that the allied forces now hold both. The main armies are apparently waiting to see what attitude the Honanese will take before launching a general offensive.—*Reuter*.

Peking, Nov. 6.—The Diplomatic Corps has demanded of the Chinese Government adequate protection for foreign residents of Tientsin, in view of the fact that the war in the north is spreading and that martial law has been declared in that city.—*Tsun Wan Yat Po*.

HAWKER MURDERED.

DONE TO DEATH WITH A CHOPPER.

A startling discovery was made at a house in Shung Hing street yesterday when it was found that a man had been brutally murdered. The man, Fong Kui, who was 38 years of age lived at No. 11 Shung Hing street, and followed the occupation of a soy hawk. He was found in the house, having apparently been murdered with a chopper. It is not known when the murder took place or what the motive was. The police are investigating the affair, but no arrest has been made up to the present.

PASSENGERS.

ARRIVED.

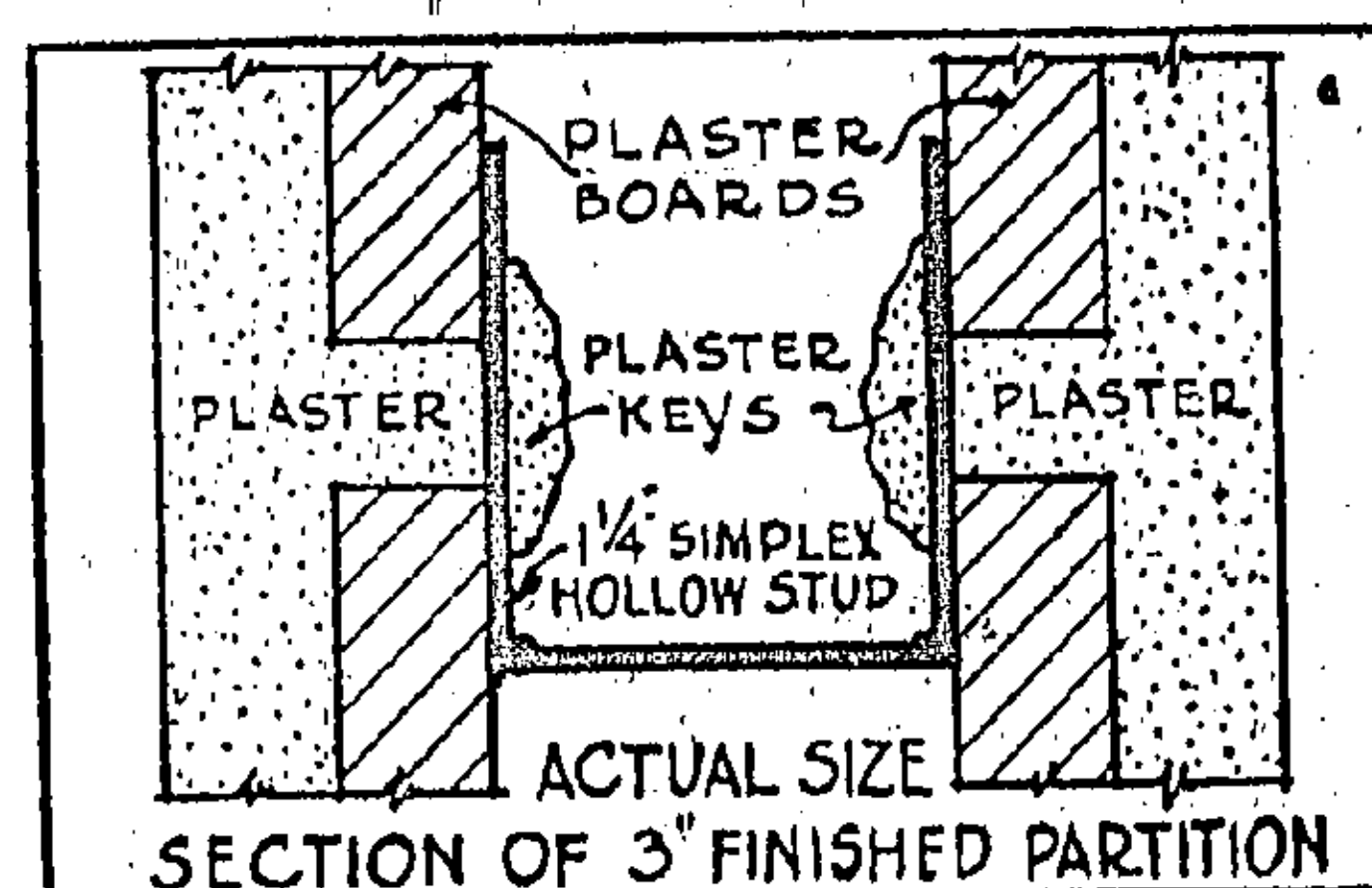
Per s.s. *Pres. Lincoln* from Manila November 6.—Mr. Louis G. D'Aquino, Mr. Morris Frieder, Mrs. Julia Frieder, Mr. Lim Kim-chi, Mr. Lu Wei-sheung, Mr. G. Van Hellenberg Hubar, Mrs. Frances Webber, Mr. K. I. Yuen, Mr. D. Mc H. Forbes, Mrs. Helen J. Mcquaid, Mr. Harold Conners, Mr. Jose P. Dizon, Mr. Jack M. Gillespie, Mrs. Elmo E. Gillespie, Master Wilhelm P. Gillespie, Mr. Samuel N. Harief, Mr. Wilhelm Jarok, Mr. A. M. Jodell, Mr. Fernando Lopez, Mrs. Marquita Lopez, Miss Marquita Lopez, Miss Mae C. Wood.

DEPARTED.

Per s.s. *Hakozaki Maru* for Singapore and Europe: to day.
Mr. and Mrs. Gardner, Hon. Mr. J. J. Astor, Lady Astor, Mrs. J. R. Montgomery & child, Mr. and Mrs. H. T. Hancock, Mr. G. Morris, Mr. S. Peel, Mr. A. M. Guard Smale, Mr. M. Mayeda, Mr. F. Hiral, Dr. Van Steenis, Dr. A. J. F. Omdahl, Mr. N. Oka, Mr. Colvert, Mr. T. Majima, Mr. L. Brusewitz, Mr. Adolph Adler, Capt. Shaw, Mr. J. J. Lonkhuizen, Mr. S. Yamaguchi, Mr. K. Niwa, Mr. and Mrs. S. Wright Lt. Commander C. Hake, Mr. T. Tsukamoto, Mr. S. Curry, Mr. S. L. Brug, Mr. D. M. Robertson, Dr. F. G. Halk, Mr. and Mrs. Germain, Mr. and Mrs. Hashiguchi, Baron and Baroness Matsudaira, Mr. F. Tago, Mr. Jenkins, Miss Drang-zina, Mrs. H. Sakimura, Mr. T. Hosoi, Mr. Harris Chan, Mrs. Okoshi, Miss Okoshi, Mr. L. Strauss, Major and Mrs. Slaters and child, Mr. S. Carry, and Mrs. Gelsen and child, Dr. L. Otten, Dr. N. C. Kenkashjver, P. R. Wahman, Miss Walsham, Miss W. Schroeder, Dr. C. Degelder, Mrs. Bramer, Miss E. McDonald, Dr. and Mrs. Souvenor, Mr. N. Kazzura, Dr. and Mrs. C. de Langen, Mr. K. Satoh, Mr. and Mrs. Forwarda, Mr. C. P. Miller, Mr. O. F. Cromwell, Miss Jones and 2 children, Mr. H. Kondoh, Mr. R. Takagi, Mr. and Mrs. T. Harima, Mr. and Mrs. R. S. Kerr and infant, Mr. S. Mishi-kawa, Mr. J. Konishi, Dr. and Mrs. Y. Makino, Mr. V. H. Avery, Mr. E. Dean, Mr. H. J. Steel, Master Milton Rice, Mr. and Mrs. H. Torada, Mrs. Law Lee, Mr. S. C. Law, Miss K. Nishimura, Mr. J. Eurya, Mr. G. Katsumoto, Mr. and Mrs. A. Venn and 4 children, Mrs. M. Kennedy, Mrs. C. N. Kennedy, Miss C. M. Kennedy and infant, Mr. Cheng—Min-sen, Mr. Li—Hin-yung, Mr. Chan San-man, Mr. T. Gotto, Mr. Y. Nagahashi, Mr. J. Morita, Mr. Chu Ton, Mr. J. Morita, Mr. C. H. Windson, Mr. M. Omar, Mr. W. T. Cheng, Mr. M. Deen, Mr. A. Payne, Mr. H. Farr, Mr. Reiter, Mr. B. J. Korim, Miss Tinel Rona, Miss T. J. Shultz, Miss Leven Kovskay, Miss F. N. Muzick, Mr. B. Andwelenar, Mr. F. Meneucar, Mr. C. Xeter, Mr. R. Alita, Mrs. Reiter.

SIMPLEX PLASTER PARTITIONS

AND SUSPENDED CEILINGS.



THE

HONGKONG EXCAVATION, PILE DRIVING & CONSTRUCTION CO., LTD.

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2ND FLOOR, POWELL'S BUILDING

XMAS

CARDS

BIG ASORTMENT

EXCLUSIVE DESIGNS

AT

TOYSHOP

DUDELL STREET

PRACTICE

THE EIGHTSOME REEL

IN YOUR OWN HOME WITH

COLUMBIA

RECORD

No. 270

TO BE HAD AT.

ANDERSON'S

For

XMAS PRESENTS

go to

D. CHELLARAM,

ROYAL SILK STORE,

36A, Queen's Road, Central, Hongkong.

THE RITZ

NOW OPEN

Meals at all hours from

8.00 a.m. to 12.00 midnight.

Only the best food

and wines served.

How Remarkable

By Blosser

NESTLE'S
RICH
THICK CREAM

4 oz. 5½ oz. and 11½ oz. Tins.

FRECKLES AND HIS FRIENDS



NEW ADVERTISEMENTS.

ADVERTISE YOUR WANTS IN THE HONGKONG TELEGRAPH which is THE EVENING NEWSPAPER WITH THE LARGEST CIRCULATION

25 WORDS FOR ONE DOLLAR PREPAID
\$1.50 if not prepaid.

Advertisers should note that replies must be called for at this office.

GIVE THESE COLUMNS AN OPPORTUNITY TO ASSIST YOU.

The following replies are awaiting collection:—

Nos. 1366, 1375, 1314, 1320, 1384, 1376 1385, 1342, 1392, 1397, 1401, 1405.

TUITION

SPANISH LANGUAGE TUTOR.—Students taught both Technical and Commercial Spanish, rapid method. Proficiency guaranteed in six months. The Spanish professor is a higher graduate of Madrid University. For particulars, apply Post Office Box 635.

TO PARENTS ABROAD.—Doctor and wife living near London, wish to take care of, and educate child with own child, of 8 years. Full particulars will be given upon request to Box No. 1404, Hongkong Telegraph.

Lady Teacher required for girl of fourteen, mornings only (on the Peak). Please state qualifications and salary expected to Box No. 1406 c/o "Hongkong Telegraph."

PREMISES WANTED

Will those who have a furnished house or apartment to let on January 1st, 1926, kindly send full particulars to Box No. 1399 c/o "Hongkong Telegraph."

Accommodation is required by a family of four—not a mess—and owners need have no fear of damage to their property during tenancy. Rental in advance, if desired. Long or short term lease immaterial. Not particularly interested in Kowloon.

PREMISES TO LET

TO LET.—One Office Room in China Building, 5th floor. Apply The Canton Trading Association, Ltd. of the same floor.

TO LET.—Four roomed furnished house on the Peak, for 18 months or two years from early April 1926 rent \$235.00 per month, plus taxes. Apply Box No. 1405 c/o "H.K. Telegraph."

TO LET.—Well Lighted and Spacious Offices on First and Third Floors of Stephen's Building—Centrally situated, very moderate rents. Apply DEACONS, Princes Building.

GODOWN TO LET, in Alexandra Buildings. Apply Secretary, A. S. Watson & Co., Limited.

TO LET.—One European flat, Wanchai Gap Road, Hongkong. Apply to 32 Kennedy Road.

ON or about March 1926 whole flat or spacious suite of offices in the "French Building" ex "Victoria Building," No. 5 Queen's Road Central (between Chartered Bank and Mercantile Bank).

Apply to: Banque de l'Indochine, Chater Road.

TO LET.—Two newly constructed European houses, Magazine Gap, Motor Road, three flats, three large rooms each with kitchen, servants' quarters and bath room, fitted with flush system. Garages provided. Immediate possession. Apply Sang Kee, New Bank Building.

MISCELLANEOUS.

"House, Flats, Building-Lots, Estates negotiated for rent, auction, or private sale. Management arranged for clients proceeding abroad. Telephone C.4630 Small Investors, 11, Des Voeux Road."

FOR SALE

FOR SALE.—40,000 bundles Foochow pine shooks. Address all inquiries to P. O. Box No. 66.

LOST.

LOST.—Between Lower Peak Tram Station and Battery Path, on November 5th, small gold wrist watch and band. Will finder please communicate with Box No. 1407 c/o "Hongkong Telegraph."

DANCING.

DANCING.—Learn to Dance, quickly, easily and at small cost from an Expert Dancing Teacher. Apply The Shaw Dancing Academy, Queen's Road Central, Phone C. 972.

BANK HOLIDAY.

In accordance with Ordinance No. 5 of 1912, the Exchange Banks will be closed for the transaction of Public Business on Wednesday, the 11th Nov., 1925.

Hongkong, 6th November, 1925

NOTICE.

The Committee and Members of the Victoria Recreation Club will be at Home to their friends on Tuesday, 10th November, 1925, at 5.45 p.m., on the occasion of the presentation of an Address to Sir Claude Severn (former Chairman of the Club).

A Band will be in attendance. R. C. WITCHELL, Hon. Secretary.

Hongkong, November 5, 1925.

HONGKONG CLUB.

NOTICE

On Armistice Day (Wednesday), the 11th November, the Club House will be open to the Wives and Adult Lady-friends of Members and Subscribers, from 10.30 a.m. to 12 noon, for the purpose of viewing the Ceremony at the Cenotaph.

By order, T. A. ROBERTSON, Lieut. Col., Secretary.

HONGKONG JOCKEY CLUB.

The Seventh Extra Race Meeting will be held (weather permitting) at Happy Valley on Saturday November 7th, 1925. The First Bell will be rung at 2.15 p.m.

The charge for admission to the Public Enclosure will be \$1.00. Soldiers and Sailors in uniform half price.

Members are advised that they must show their Season Tickets to obtain admission to the Members' Enclosure. Each member has the right of introducing 2 non-members to the Members' Enclosure, tickets for whom can be obtained from Messrs Linstead and Lavis at \$5.00 each up to November 6th (Friday). The Stewards invite the ladies of Hongkong to be present.

THEATRE ROYAL

UNDER THE DISTINGUISHED PATRONAGE OF HIS EXCELLENCY THE GOVERNOR.

DANCING DISPLAY

By the pupils of Miss Violet Capell

Saturday, November 7th 9.15 p.m.

Wednesday, Nov. 11th 5.15 p.m.

in aid of the

LONDON HOSPITAL

The booking plan is now open and seats may be obtained at

ANDERSON'S.

BRITISH LEGION.

(Hongkong and China Branch)

ARMISTICE DAY

Members are requested to attend the ceremony at the Cenotaph on Wednesday the 11th inst. and to be in position on the West Side at 10.50 a.m. Dress:—Muff. Medals should be worn.

H. E. D. ADAMS, Hon. Secretary & Treasurer.

CHINA COAST OFFICES' GUILD AND MARINE ENGINEERS' GUILD OF CHINA.

NOTICE.—A Combined Meeting of the Members of both Guilds will be held at the Office, Sailors' Home West Point, Hongkong, on SUNDAY 8th November 1925 at 10.30 a.m.

BUSINESS—

IMPORTANT.

J. WATSON, Secretary.

NOTICE.

That the insuring public approves of our methods and is satisfied with our results is demonstrated by the fact that the total amount of our assurance in force is now over 970 million gold dollars.

Sun Life Assurance Co., of Canada,

King's Building, Hongkong, September 25, 1925.

INSTITUTION FOR THE BLIND.

KOWLOON CITY ROAD, 20 min from Star Ferry by Kowloon City Bus.

Come and buy our hand-knit Coats, Sweaters, Jumpers, Shawls, Scarves, Socks and all kinds of Children's Woolies. Latest styles in "Fair Isle" and plain and fancy Jumper. Orders taken for knitting in wool or silk.

K. BESWICK, Supt. Telephone K. 101.

MASSAGE

Mr. and Mrs. N. Akaji have removed to No. 29B, Wyndham Street (2nd floor), Opposite Dairy Farm Co. Hongkong.

MASSAGE

Mr. N. AKAJI, Mrs. E. AKAJI. Graduate of Tokyo Massage School No. 28B, 2nd Floor, WYNDHAM ST. HONGKONG. TEL. C. 495

ARMISTICE DAY

THE DANCING

THE SHAW DANCING ACADEMY

ENTIRE PROCEEDS IN AID OF

EARL HAIG'S POPPY FUND

4 p.m.—7 p.m.

Tickets \$1.00 On Sale at Clubs

THE SHAW DANCING ACADEMY

6, Queen's Road, Central.

Phone 97

LAMMERT'S AUCTIONS

By order of the First Mortgagee
PUBLIC AUCTION
OF
THE VALUABLE LEASEHOLD PROPERTY.

Situate at Victoria in the Colony of Hongkong and known as The Remaining Portion of Marine Lot No. 185 and Inland Lot No. 38 together with the premises thereon known as No. 394, Des Voeux Road West and Nos. 397C, 397D, 397E, 397F and 397G Queen's Road West (part of which premises are used and known as the Tai Ping Theatre) in one lot by

Messrs. LAMMERT BROTHERS, Auctioneers

at their Salesroom, No. 5 Duddell Street on

MONDAY,

the 16th day of NOV., 1925

at 3 o'clock in the afternoon.

For further Particulars and Conditions of Sale apply to:—

Messrs. WOO & NASH, Mortgagee's Solicitors, Bank of China Building, or to

Messrs. LAMMERT BROS., The Auctioneers, No. 5 Duddell Street, Hongkong, 27th October, 1925.

PUBLIC AUCTION.

THE Undersigned have received instructions to sell by Public Auction on Tuesday, the 10th Nov., 1925 at 11 a.m.

at Messrs. Kwong Nguan Sang's Godown, No. 456, Des Voeux Road, West (for account of the concerned)

547 Tins Japanese Matches—more or less damaged

Terms:—Cash on Delivery. LAMMERT BROS., Auctioneers.

PUBLIC AUCTION.

THE Undersigned have received instructions to sell by Public Auction on Thursday, the 12th Nov. 1925, commencing at 11 a.m. at Yue Fat Godown, Nos. 50 and 51, Praya, Kennedy Town (for account of the concerned)

2050 Bags No. 24 Java White Sugar—June shipment from Java.

5200 Bags No. 24 Java White Sugar—July Shipment from Java.

3500 Bags No. 24 Java White Sugar—August Shipment from Java.

3000 Bags No. 24 Java White Sugar—September Shipment from Java.

(Should intending buyers wish to purchase smaller lots than stated above, it will be necessary for them to inform the Auctioneers before the Sale)

Terms:—As Customary LAMMERT BROS., Auctioneers.

How a million revolutions per minute may be attained has been told: The French Academy of Sciences by A. Cotton, E. Henriot and E. Huguenand. A speed of 660,000 revolutions has been reached, and this should be greatly increased by using high resistance steel rotors. Friction must be reduced to the utmost. The structure of the rotor is the chief essential, however, the axle's extremity having a conical striated surface, against which compressed gases are discharged through small tuyeres.

ARMISTICE DAY

THE DANCING

THE SHAW DANCING ACADEMY

ENTIRE PROCEEDS IN AID OF

EARL HAIG'S POPPY FUND

4 p.m.—7 p.m.

Tickets \$1.00 On Sale at Clubs

THE SHAW DANCING ACADEMY

6, Queen's Road, Central.

Phone 97

CHINA AUCTION ROOMS.

4, Duddell Street.
If you have anything you would like to sell, exchange or advertise send it to the CHINA AUCTION ROOM.

E. V. M. R. DE SOUSA, Auctioneer.

RUGHES & HOUGH LIMITED.

GENERAL AUCTIONEERS. IMPORTERS, EXPORTERS & GENERAL BROKERS.

THE BEN LINE STEAMSHIP LIMITED

From MIDDLESBRO. ANTWERP, LONDON, STRAITS AND MANILA.

The Steamship

"RENNANNOCH"

Consignees of Cargo are hereby informed that all goods are being landed at their risk into the hazardous and/or extra hazardous godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence, and/or from the wharves, delivery may be obtained.

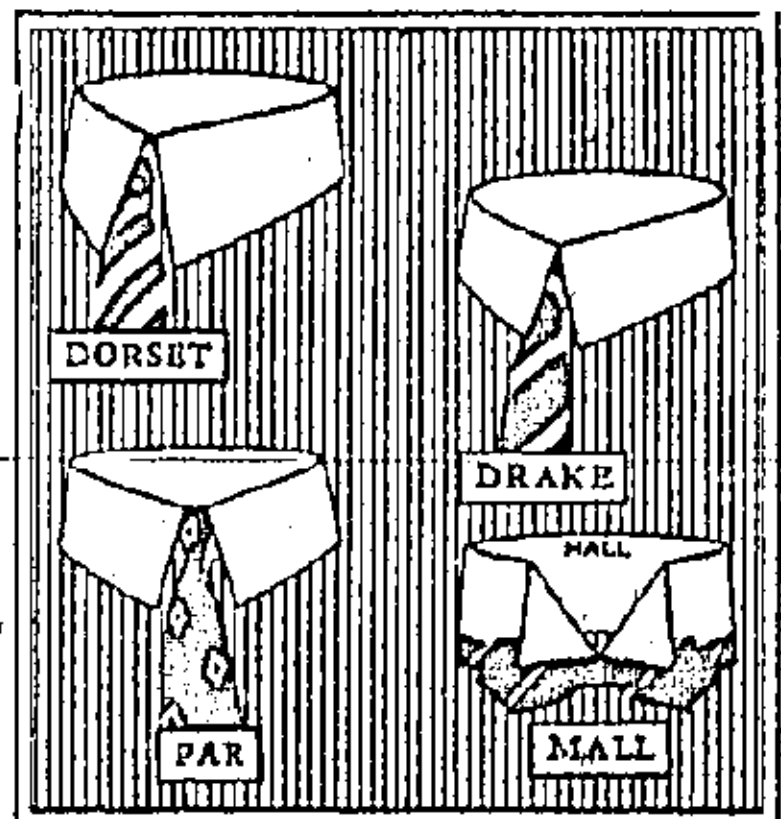
No claims will be admitted after the goods have left the godowns, and all goods remaining undelivered after the 13th inst. will be subject to rent.

All claims against the steamer must be presented to the Under-signed on or before 27th inst., or they will not be recognised.

All broken, chafed and damaged goods are to be left in the godowns, where they will be examined on the 13th inst. at 10 a.m.

No Fire Insurance has been effected. Bills of Lading will be countersigned by

GIBB, LIVINGSTON & CO., LTD. Agents, Hongkong, 6th Nov., 1925.



ARROW COLLARS

AFTER all there is nothing more comfortable than the cool, clean feel of the Arrow Starched Collar. These are made in quarter sizes to insure perfect fit. SOLD AT THE BEST SHOPS

These are made in quarter sizes to insure perfect fit

SOLD AT THE BEST SHOPS

A FEELING OF WELL-BEING

quickly follows a small dose of Pinkettes when you are constipated, bilious, headachy, "blue." Taken when needed, Pinkettes ensure the

Pinkettes

healthy clean skin and sweet-smelling breath which are the natural outcome of daily regularity.

Your chemist sells Pinkettes, or post free, 60 cents, the vial, from Dr. Williams' Medicine Co., 60, Wingard Road, Shanghai.

THESE KEEP YOU WELL.



Whatever else people may say about this past summer, there can be no two opinions about its having been a notable one for cricket. Though I haven't had nearly as much publicity as Jack Hobbs, I, too, have done my bit to establish new records, and last Saturday I achieved the feat of making my five-hundredth consecutive "duck." No sooner had my wicket fallen than our Club cap-

to quote his exquisite "Song of the Hop-Picker", which appears below.

The stuff that's made Old England what Old England's always been

Was once a little flow'et of a bilious, sickly green:

It grew upon a hop-vine in some quiet Kentish vale, And, being sick and bilious, that's how it came to die!

The stuff that's made Old England what Old England's is to-day

Is grown on little scaffold-poles down Canterbury way:

And so it's not surprising that the bloke who quaffs the bowl

Is frequently alluded to as being up the pole!

The men who'd made Old England what Old England ought to be

Are the noble band of brewers who run many a brewery;

Elevated to the Beerage, in Debbert their names appear,

And when they die, it's safe to say they'll never lack a beer!

In a certain town there lived twin brothers, exactly alike. One day the somewhat absent-minded vicar met one of them. "Pardon me," said the worthy man, "but am I speaking to you or your brother?" "To my brother," replied the twin, with a grin. "Most extraordinary!" remarked the vicar. "I could have sworn it was you."

People are wondering what will be done with the forty fossil dinosaur eggs which the American Asiatic Expedition recently discovered in Mongolia. Personally, I hope they'll put them under a broody ostrich and try to hatch out a real live fossil dinosaur. Then we should know whether the reconstructed skeletons of these playful reptiles which our museums possess, are anything like the genuine article. I fear, however, that long ere this some enterprising seaside landlady has bought up the lot.

MOULDY MARTHA, THE MACCLESFIELD MURDERER: or, SHOULD THE GREENGROCER TELL? Chapter VII.

It did not take poor chloroformed Connie Corncrake long to realise that she had fallen into a trap, notwithstanding that the trap happened to be a cab and that she had stopped rather than fallen into it. Clearly the man beside her had overheard her plans with Heinrich Schmidt, the Scotch waiter, and for some sinister purpose had impersonated him. But what could that purpose be?

Gradually the effects of the chloroform wore off, and Connie took a look at her abductor. She



could scarcely repress a scream of horror when she saw he had only one whisker! Moreover, he had only one eyebrow, one moustache, and one beard; and Connie trembled like an aspid at the thought of what her fate might be. Angriely she demanded to know by what right he had chloroformed her without permission and whether she was being whisked. But the man remained silent. In vain she pleaded with him to let her go. She offered him in succession her roll of linoleum, her bottle of red ink, her pork pie; but to no avail. The man remained as mute as a dumb-bell.

Suddenly the cab stopped, and the man got out, heaving Connie after him. They were outside a large and imposing residence, and the poor girl gave a gasp of dismay when she noticed affixed to the front door a big brass plate bearing the inscription—

MOULDY MARTHA, Murderess, Knock and ring.

Hours 10 to 6. (Another blood-curdling instalment next week.)



GIVE
Your BABY
THE BENEFIT
OF
LACTOGEN

WOMEN'S INTERESTS

THE
NATURAL
MILK FOOD
FOR
BABY



White coats edged with fur are still quite the thing. Here are pictures of two society matrons, taken at Southampton, Long Island. Right is Mrs. Marcus Daly; left, Mrs. Dorland Doyle.

COCOANUT RICE CREAM.

Three teaspoons rice, 3 cups milk, 1 cup sugar, 1 teaspoon salt, 1 teaspoon vanilla, 1 cup shredded coconut.

Cook rice in 1½ cups milk until

soft. Add remaining milk, sugar, salt, vanilla and coconut and turn into a well buttered pudding dish. Bake 1½ hours in a slow oven, stirring frequently at first to prevent rice from settling to bottom of the dish. Serve warm or very cold.

BEAUTY SECRETS OF FAMOUS BEAUTIES: 10.



BY MARY BRIAN
MOTION PICTURE ACTRESS.

Good dispositions and good complexions so frequently happen on the same people, and I believe it isn't entirely accidental.

Worry, nerves, and bad tempers are just as hard on the skin as they are on one's temperament.

My beauty schedule includes plenty of exercise, plenty of wholesome food, lots of sleep, and lots of water, outside and in. I begin my day with exercises, then a cold shower, a salt rub, and a rub-down with a good rough towel.

This makes me glow with health and I feel so wonderful that it takes a great deal to worry me or get me ruffled. In the evening I have more exercises, a warm lazy bath with fragrant soap and bath salts and I sleep all night without even a dream, let alone any sleeplessness.

Two baths a day, one to wake you up and one to put you to sleep, are my ways of serving both my complexion and my disposition.

IS MODERN DRESS IMMEDIATE?

BY BINNIE HALE IN

Daily Chronicle.

Of course you know that modern fashions are immodest! If you do not, then you are admitting alarming ignorance, for scores of critics keep telling us—and in no simple terms.

And yet I make bold to say that, far from being immodest, modern dress is as delightful to the wearers as it is charming to observers.

Of course there are extremists, but black sheep can never be the criterion for the fold.

And what, after all, are the critics casting slurs upon? Look back a few years and compare present-day modes with fashions that passed uncriticized some years ago. The real differences that have occasioned the charges of immodesty are quite apparent. Skirts are shorter, so are sleeves (and some have disappeared altogether), and necks have come to light after a period of choking unhealthy fashions.

Is it necessary to recall to these curious critics that the human form has inspired the highest and noblest art through many centuries? Can they not see that within the bounds of normal present-day modes there need be no trace of immodesty? If a person wants to be reckless and immodest, more insidious suggestiveness can be shown in the oldest of fashions than in any modern mode.

DELIGHTFUL DAYS.

And the most remarkable refutation of this immodesty charge lies in the fact that the vast majority continues to support the current conditions. And quite rightly, too, for more healthy, neat, and charming attire have never been seen. Personally, I do not remember a time when girls looked so sensibly and so delightfully dressed.

Compare the healthiness and utility of an open neck and short skirt with the choking dresses and long skirts that dragged into all the dirt and dust whenever the owner ventured abroad.

The critics who pronounce us immodest are behind the times.

With all due deference, it must be said that the majority are long past middle life, and the traditions of their youth cling to them. Many of the youths of to-day will no doubt be as prejudiced in another 40 years.

AND LASTLY—

In the case of another set of critics one can only assume that it is an example of "sour grapes"! There are others, too, who like to hear their own voices or air their own views—more especially if they can find another person to take the first step. Let a man make a strong charge against any condition and there will be scores who support him who had never given the subject a moment's thought previously. Such critics are gently smiled upon by the intelligent, and their words are awarded their true value—which is nothing.

Besides (and finally) show me any innovation, however beneficial, that did not receive constant criticism long after the intelligent public had adopted it.

TABLE DECORATIONS.

To be able to ring the changes in table decoration is very desirable, for monotony, even in such matters, should be avoided as far as possible.

Instead of the usual centre vase or bowl of flowers, it is very effective to give the floral decorations a position at the corner, or at one end of the table.

Candles icks are always useful to fall back upon, particularly when flowers are scarce. They may be either of brass or pottery, and should be used with the special table candles, made of vegetable wax. There is neither drip, smoke, nor odour about these candles, and they are made in a wonderful range of colourings. Apart from their decorative value, candle light is the most delightful illumination for an evening meal. In the soft pools of radiance, table and guests alike look their very best.

THIS WEEK'S RECIPE.

CHERRY PUDDING.

One cup stoned cherries, 1 cup sugar, 2 cups flour, 1 cup milk, 1 tablespoon melted butter, 2 eggs, 1 teaspoon soda, 1½ teaspoons cream of tartar, 1 teaspoon salt. Beat eggs until light. Beat in sugar. Mix and sift flour, soda, cream of tartar and salt. Add alternately with milk to first mixture. Beat in melted butter. Put cherries into a buttered baking dish and bring slowly to the boiling point. Spread butter over cherries and bake 45 minutes in a moderate oven. Serve warm with sugar and cream.

THIS WEEK'S RECIPE.

APPLE MERINGUE PUDDING.

Two cups thick apple sauce, 1 cup jelly or any flavour, 3 eggs, 1 cup powdered sugar, 1 teaspoon vanilla.

If the apple sauce was sweetened in the make more sugar is unnecessary, otherwise add 1 cup granulated sugar. Fold in whites of eggs beaten until stiff and dry. Cover apple sauce with mixture and bake 30 minutes in a slow oven. Serve cold with whipped cream slightly sweetened and flavoured with vanilla.

YOUR BED PILLOWS.

Bed pillows may be very ordinary things, or most attractive and dainty affairs.

A bed pillow should contain real down, or the softest feathers, and be well stuffed. The discomforts of a hard, flat pillow cannot be too greatly emphasised. The wrong sort of pillow prevents rest and keeps away sleep.

Ticking should form the actual case for the stuffing, and in turn be covered with another of plain linen, over which the pillow slip itself goes.

Large, square pillows look very well on a bed, and a pile of two or three fat ones in fine embroidered and hemstitched, or lace-edged cases, has an air of sumptuous luxury which is infinitely pleasing to the average woman.

In addition to their larger pillows, some comfort-loving people have a wee one which looks as though it has been borrowed from the baby's cot. In a dainty be-laced pillow-slip, probably bearing the owner's monogram, it has a rosy, inviting appearance, and suggests its purpose, which is for tucking into the small of the back, supporting the neck, or resting the elbow as one lies in bed.

Washing satin and silk are alternatives with fine embroidered linen for milady's pillow slips. At one time it was considered smart to have black and coloured pillows, but white has survived more bizarre crazes.

In the daytime we nowadays conceal from view all the bed-linen, draping the bed in handsome bedspreads, and, if not hiding them away altogether, slipping the pillows into pretty cushion covers, which are piled on the top. Printed satin is up to date for the purpose.

It is delightful if the sweet scent of lavender clings to bed linen. It is certain to pervade the pillows if a sachet of dried lavender is sewn to one corner of each pillow under the slip.

NEW EVENING WRAP.



Triangular jabots of plain silver cloth trim the skirt and sleeves of this coat of embroidered tissue that is collared with black fur. This is the type of wrap P. P. prefers for evening instead of the more voluminous cape or full coat.



Mlle. Sari Fedak, beautiful European actress, is being sued for divorce by her husband, Franz Molnar, famous Hungarian playwright.

FASHIONS IN FURS.

Some of the new fur combinations shown in the Autumn collections are startling. A black caracul coat was fashioned with a sable collar and panel running down the middle of the back. Below the hips this gave way to an encircling flare of sable. Ermine now milky white is trimmed with bands of skunk; gazelle which has miraculously lost its stiffness is adorned with bear or ermine tails arranged in rows.

Fur is also used to simulate embroidery. Ermine is inset with a panel of black fur arranged across the shoulders in scrolls and flowers, nutria is also treated in a similar fashion. Gold tissue collars are seen with a patterning of white fur, and matching godet pleats.

Gazelle and reindeer are arranged in extraordinary geometrical designs, with an occasional line of kid or suede in any bright colour to separate the skins. Short coats, or rather those reaching just below the hips, are fashioned with panelled hems, edged with a contrasting pelt.

Fur-trimmed coats will be smarter than coats made entirely of fur, though, of course, those have always their particular uses. Coats made of velour and face

TEN COMMANDMENTS.

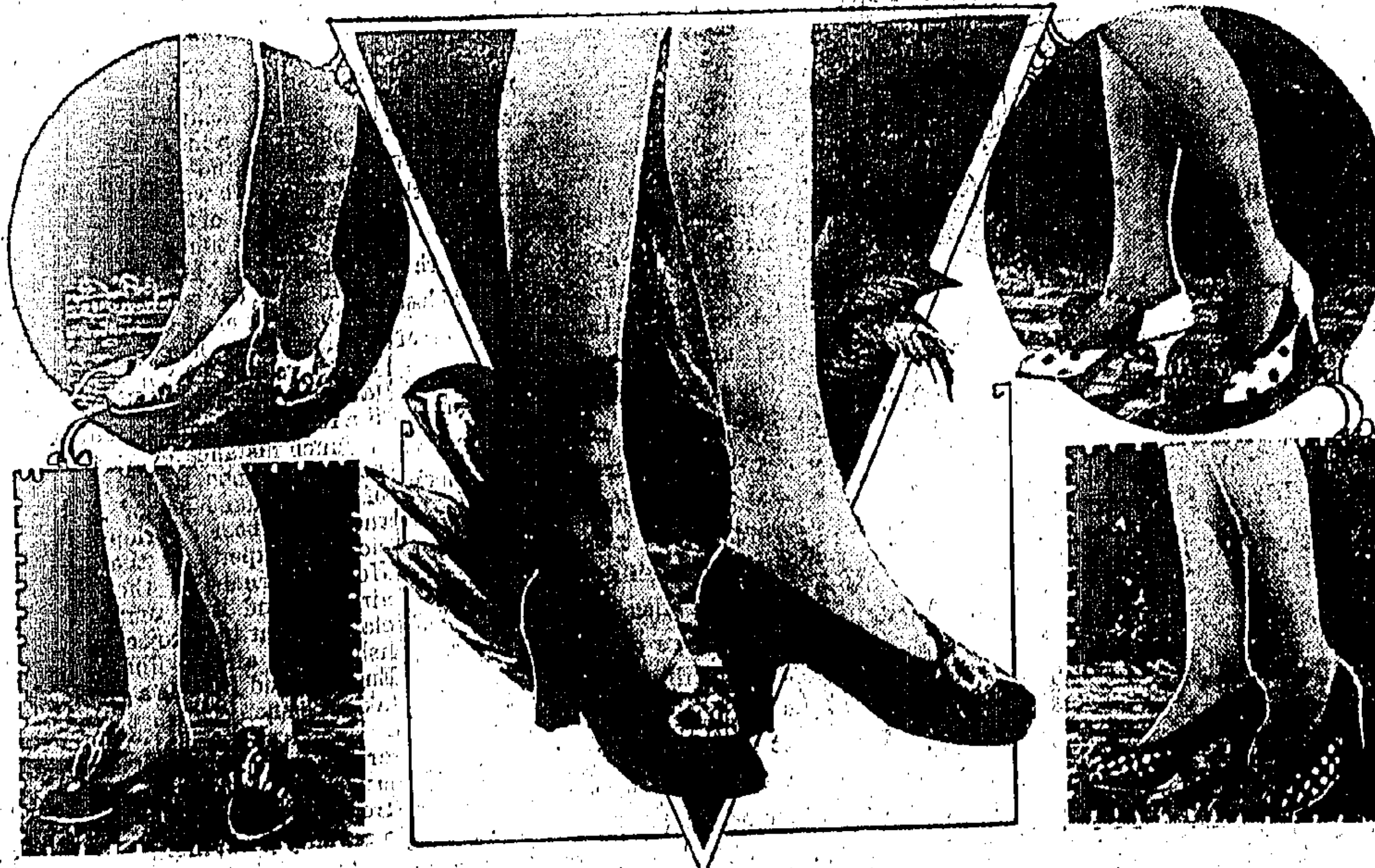
Ten Commandments for a happy marriage are given by J. A. R. Cairns, a London magistrate who has handled many divorce cases, in a special article for the *London Dispatch*. He bases them on his experience of 25 years in handling divorce cases.

Here they are:

- 1—Don't expect paradise. Paradise is for the dead; marriage for the living.
- 2—Respect each other.
- 3—Avoid undue familiarity.
- 4—Be angry one at a time, because just as it takes two to make a marriage, it takes two to make a fight.
- 5—Remember things go wrong occasionally in the best regulated households.
- 6—Build castles in the air together.
- 7—Study each other and try to make each other happy.
- 8—Put home life first.
- 9—Show your affection.
- 10—Avoid cynicism.

cloth are collared and cuffed with pelts of every variety. White fox is a great favourite, and Hudson Bay sable is welcomed as a substitute for Russian sable by the many women who cannot afford the more luxurious fur.

SOME CURIOUS AND EXOTIC FORMS OF FOOTWEAR.



Above is pictured some novel footwear to be worn in the new film "The Trouble with Wives."

WATSON'S CELEBRATED DRY GINGER ALE

Its unique 'dryness' delightful aroma and rich flavour are features which give this beverage the IMMENSE POPULARITY it deserves.

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SHOES in keeping with
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dainty and alluring.



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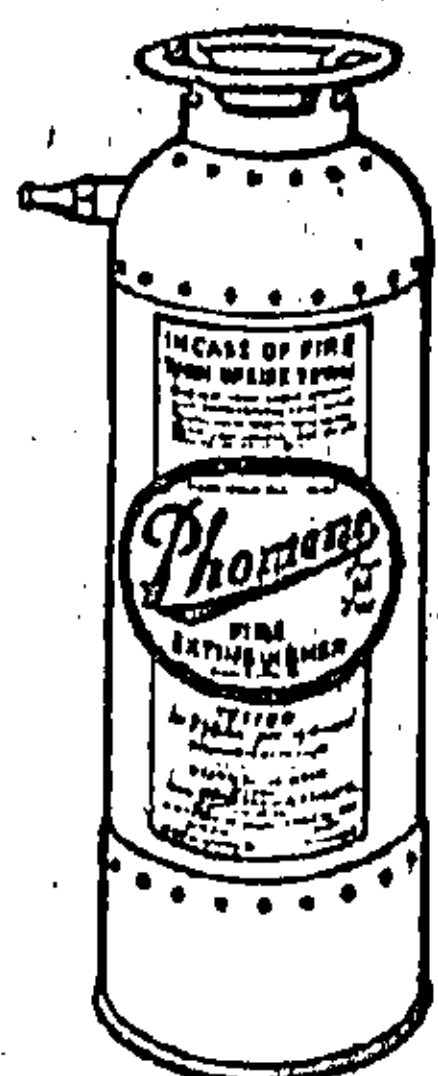
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The Telegraph.

SATURDAY, NOVEMBER 7, 1925.

THE CONSERVATIVE GOVERNMENT.

Sufficient time has elapsed since the present Conservative Government of Britain was returned to power, to judge of its accomplishments and calculate its possibilities of retaining office for several years to come. We have at the outset to admit a slight sense of disappointment. At the beginning of the year there were many problems ripe—indeed over-ripe—for solution, of which those involving economic factors took precedence. Most of them were an inheritance from the three previous Ministries, the Coalitionists, Conservatives, and Labourites, and they involved, both in home and foreign affairs, the aftermath of the four years of war. They also proved the readiness with which Governments unable to solve urgent questions passed them on to their successors.

The present Government had thus a bad start, with a great deal of leeway to make up and a heavy burden to carry. Its critics should not lose sight of these facts or belittle its efforts to ease the situation—the wonder should not be that matters are still bad but that they are not worse. As an essential preliminary to obtaining order out of threatening chaos, there had to be a resumption of some measure of prosperity, corresponding with two main factors—a reduction of unemployment and an easing of taxation. The latter has been courageously attempted, not with any marked success. The other problem has grown greater during the past few months, and now assumes the form of an actual menace. It is not to be wondered at, then, that the Government is beginning to lose its hold upon the imagination of its supporters, or that the opposition elements are taking heart in their ceaseless efforts to supplant the majority party. If we assume that matters might ultimately improve, if we give the Baldwin Ministry credit for a bold venture by the adoption of a modified tariff policy, if we concede that it can prove justification for the return to the gold standard, we yet cannot declare that its administration up to now has been a marked success nor that it has fulfilled many

of the hopes of the electorate which placed it in power. It does not require Parliamentary by-elections or murmurings within the Conservative camp itself to show the general disappointment which is beginning to be felt. And no doubt the present Government leaders fully realise the responsibilities they have to shoulder, and the need for more patent benefits from their regime.

But let us look for a moment on the other part of the picture. In foreign policy Britain within the past few months has achieved a place of enviable prominence, both by conciliation of ruffled nations and avoidance of serious complications; all this at a time in the world's, or our, history which has never been more critical. Industrial crises have been weathered, and the clash of economy versus adequate defensive measures has been reconciled. Yet even the Government's well-wishers grow impatient. They realise that the life of Ministries is limited, extending only to a few years at the utmost before challenged in a general election. And time is of the essence of the Conservative Ministry's contract. Its commitments, its reform schemes, will probably take some years to fructify. Provided the present Government be returned to power at the next election, it might have time enough to establish its reputation on a secure basis; but the portents, unfortunately, point to a loss of prestige, and a consequent re-shuffling of voters' cards in the not distant future. Perhaps critics would be more tolerant if they realised how gigantic is the task the administration has undertaken and how inauspicious the occasion for its performance. Yet it seems inevitable that party feeling should take no heed of entirely national considerations, and that Governments are but born to be slain at periodic intervals.

A Wonderful Flight.

To be in Bagdad in the morning and to be in the south of Italy in the evening of the same day—that is what de Pinedo has achieved, and it is not the least notable of the many fine one-day flights which have characterised his home-going from Tokyo. In one week he flew the whole way from Calcutta to Taranto—right across the Indian continent, across Mesopotamia with its hundreds of arid miles; across Syria, over the Aegean Sea, past the foot of Greece and then into Taranto Bay back to his own people. If one takes a look at the map, de Pinedo's achievement becomes all the more remarkable because it becomes all the more realised. The distance from Calcutta to Bagdad, by the route the aviator followed, is somewhere in the vicinity of 3,300 miles and he did it in four "hops." The last day's flight from Bagdad to Taranto must have been somewhere in the region of 1,700 miles; and so we find that about 5,000 miles was covered in a week, a distance which must easily be a record for any long-distance flier. When such a thing is possible by one man flying in the same machine, it stands to reason that if a properly organised flying service with well-equipped stations and with reserves of men and machines were inaugurated between the various parts of the East and the capitals of Europe there would be a virtual annihilation of the present great barriers of time and distance. De Pinedo did about 1,700 miles on his last day and it only needs a moment's mental arithmetic to work out how long it would take us to reach London from here (about 8,000 miles by flight route) if a regular air service could make as much distance every day. We note that since the catastrophe of the Shenandoah in America, there has been a serious discussion by experts in the leading Home journals on the folly of airships and it is emphatically claimed that the project of establishing an airship line between England and India is a great mistake and should be superseded by a "heavier than air" machine service. De Pinedo seems to have made that argument all the stronger. Anyhow, here's hats off to a really great flier.

THROUGH THE CAMERA'S EYE.



Bridal group taken at the wedding of Mr. Andrew Nicol and Miss Anna S. Fraser at the Peak Church on Thursday. (Photo: Mee Cheung.)



Members of the Consular Body awaiting the arrival of H. E. Mr. Cecil Clementi at the Colonial Secretariat on Sunday morning. Left to right are seen the Consul for Holland, Lieut.-Col. Montague-Bates, the Consul for Portugal, the Cuban Consul and the United States Consul-General. (Photo: Ming Yuen.)



Mr. Patey, Chief Officer of the s.s. Haining, and his crew of Chinese seamen who won the "Trovessa" trophy. (Photo: Ming Yuen.)

WU PEI-FU AND CANTON.

ILLEGAL METHODS SHOULD BE "CHECKED".

The "Tass" (Soviet News Agency) correspondent at Hankow interviewed Marshal Wu Pei-fu on October 27th regarding his attitude towards Canton. Answering a question as to his views on the Kuomintang, Marshal Wu said: "I don't belong to any political party but any party striving for the good of the country is my party. If the Canton Government inspires the people's confidence it will naturally remain in power and cannot be otherwise."

Referring to the question of the Labour movement, Marshal Wu remarked: "So long as the Labour Unions confine their activities to legal methods, they should be allowed to exist; but if their activities go beyond the limits of law, they must be checked."

NEW WAR COMMISSARY.

SUCCESSOR TO LATE M. FRUNZE.

Moscow, Nov. 6.
M. Voroshilov, a member of the Revolutionary War Council and Commander of the Moscow Military district has been appointed Commissary for War in succession to the late M. Frunze.—*Reuter.*

PERSIA'S NEW REGIME.

CONDITIONAL RECOGNITION.

Washington, Nov. 6
The Government has accorded official recognition to the Riza Khan Regime in Persia, on the understanding that the Perso-American agreements be scrupulously observed.—*Reuter's American Service.*

DAY. BY DAY.

AS WE ARE NOW SITUATED, SCARCELY ANY TIME SPENT IN THE OPEN AIR CAN BE SAID TO BE WASTED.—*Lord Avebury.*

The opening rate of the dollar on demand to-day is 2s. 4 1/2/16d.

H.M.S. Durban arrived in Hongkong to-day from the north.

The master of the Empress of Russia reports the death at sea of a Chinese deck hand.

Captain F. G. Bevis, of the 5/2nd Punjab, has rejoined his regiment from leave.

Command Orders notify that the military bathing season will terminate on Monday.

The following appointment has recently been made by the Secretary of State for the Colonies:—Miss J. D. Colvill, nursing sister, Hongkong.

Lieut.-Comdr. C. Hake, R.N.R., the Assistant Harbour Master, is a passenger by the s.s. Hagazaki Maru which leaves for Singapore and Europe to-day.

His Excellency the Governor, Mr. Cecil Clementi, C.M.G., visited Commodore A. J. B. Stirling, C.B., on H.M.S. Tamar yesterday morning. A salute of 17 guns was fired.

Sir Claud Severn presided at a meeting of the Licensing Board yesterday, when there were 23 applications for renewal. There being no police or sanitary department objections, all the licences were renewed.

H. E. the Governor, Mr. Cecil Clementi, C.M.G., has been pleased to accept the office of Patron of the Hongkong and China District of the St. John Ambulance Brigade and also that of President of the Local Centre of the St. John Ambulance Association.

The Italian Opera Company concluded their season at the Theatre Royal last evening, when another big success was scored with "Lucia de Lammermoor." To-night the Company will begin a season at the Star Theatre, Kowloon, when "Il Trovatore" will be produced. During this season there will be special late forries from Kowloon after each performance.

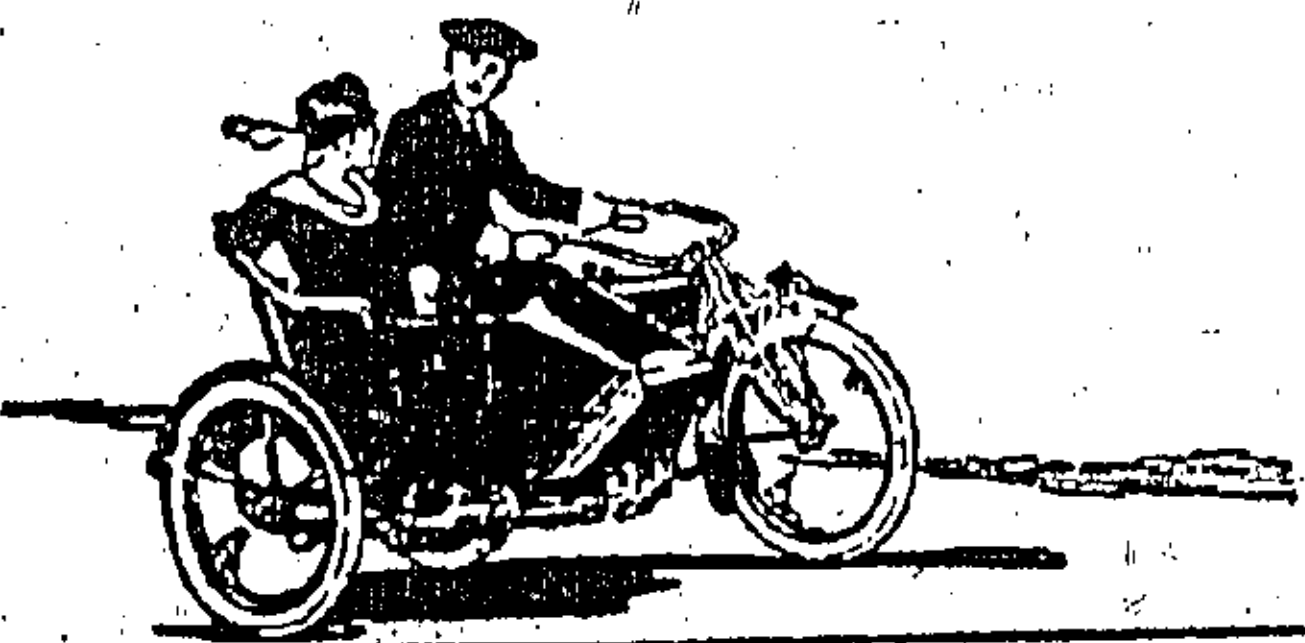
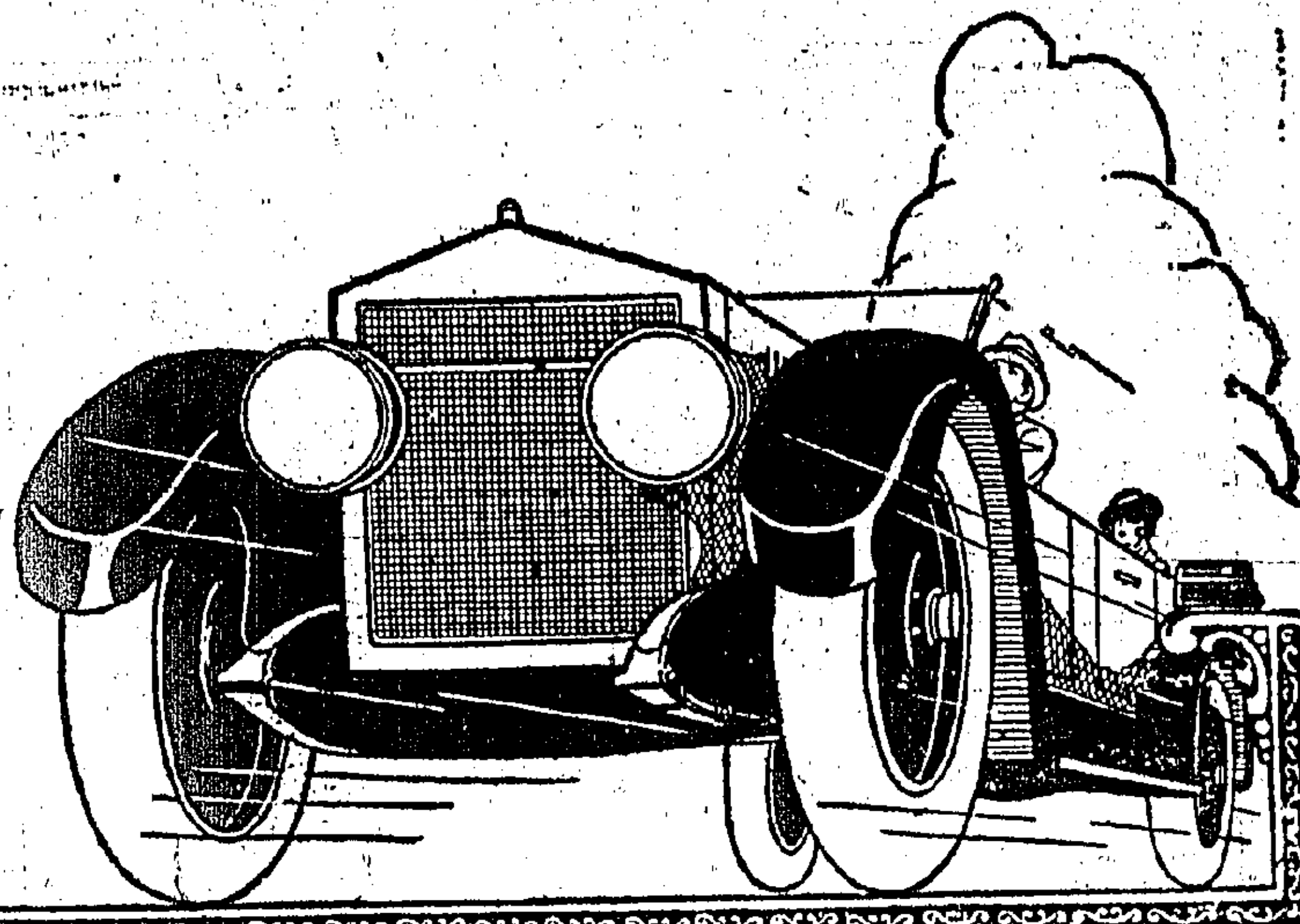
Two interesting items of shipping news, one entirely unconnected with the other, come to hand this week, says the *Singapore Free Press* of last Saturday. The Hong Peng just before her departure from Amoy was honoured by a visit from Prince George and the Admiral Commanding the China Squadron. A rather less enviable distinction awaited the steamer in Singapore, a visit from police officers being followed by the discovery of fifty thousand dollars worth of opium and cocaine on board.

MOTORING SUPPLEMENT

OF
THE HONGKONG TELEGRAPH.

SATURDAY, 7th. November, 1925.

(Being the Official Organ of the Hongkong Automobile Association.)



CURRENT COMMENT

Roads and Loads.

We wonder if the department concerned ever makes representation or suggestions to the Traffic Department on the matter of the excessively heavy loads which are frequently carried by contractors' lorries. Possibly the P.W.D. lorries do not strictly observe the loading limits themselves, although it is difficult to imagine such an important matter being overlooked, especially by those who have to bear adverse criticism which is usually forthcoming when our roads appear worn out or otherwise unserviceable. We raise the question in a genuine spirit of enquiry, which is prompted by an observation made the other day by a gentleman who has had great experience in the use of motor transport for heavy material. The remark was made that a motor lorry which passed us on Stubbs Road, was travelling at a decidedly reckless speed, and that furthermore, the load carried was far too heavy. As a matter of fact, this particular lorry had an inscription upon it which read "25 tons", but our informant assured us that it actually carried from five to six tons of material (large blocks of granite for retaining wall construction). Such loads are not uncommon, but we have no recollection of any prosecution for exceeding the authorised load. The matter is an important one from every point of view, and should receive attention.

Weigh-bridges.

Before the loading question can be effectively handled, a weigh-bridge must be installed at a convenient central point. We believe we are right in stating that such a necessary machine does not exist in Hongkong, but there can be no doubt but what provision should be made for weighing vehicles and their loads. For licensing purposes at present, the weight has to be taken from catalogues or other documentary evidence which the makers may provide. This system may be alright where only the weight of a passenger car is concerned, but it cannot solve the problem of how to arrive at the loaded weight of commercial vehicles. Surely the fines which could justly be inflicted on people who disregard the loading limit would defray the cost of the purchase of a weigh-bridge.

A False Alarm.

Shortly following a recent comment in these notes on the absence of fire-fighting equipment on the Peak (excepting, and with due deference to the useless hose boxes on wheels) one of the heavy motor fire machines was noticed in the vicinity of the Peak Hotel. One or two optimistic residents jumped to the conclusion that at last investigations were being made, with a view to installing adequate equipment for the protection of their homes in case of fire. If rumour has it correctly however, the mission of the fire brigade officials on the particular occasion was to ensure that the appliances were in order, and/or sufficient, at the Governor's Peak residence. Presumably then, the Government is fully aware of the present unsatisfactory state of affairs existing.

A Comparison in Cost.

One of the modern heavy fire-fighting machines costs approximately £2,500 against £170 for an up-to-date fire motor-cycle and sidecar appliance, the latter being practically the only solution to Peak fire service. As we have

so often pointed out, a fire must be reached in its incipient stage, and this will not be possible in the Peak district until some type of small machine is provided. Three of these excellent little outfits could be purchased for one fifth of the price of a large machine, and if operated in conjunction with the Peak Police Force, efficient protection would be obtained at quite a moderate cost.

Home Touring Boom.

By the last mail we received figures from the Automobile Association showing that motor touring in Great Britain this year has increased by nearly 50 per cent. over last. During the summer months of 1924, 143,000 itineraries were issued by the A.A. Touring Department. For the same period this year the output was 203,000 itineraries, with an aggregate mileage of nearly 76,000,000.

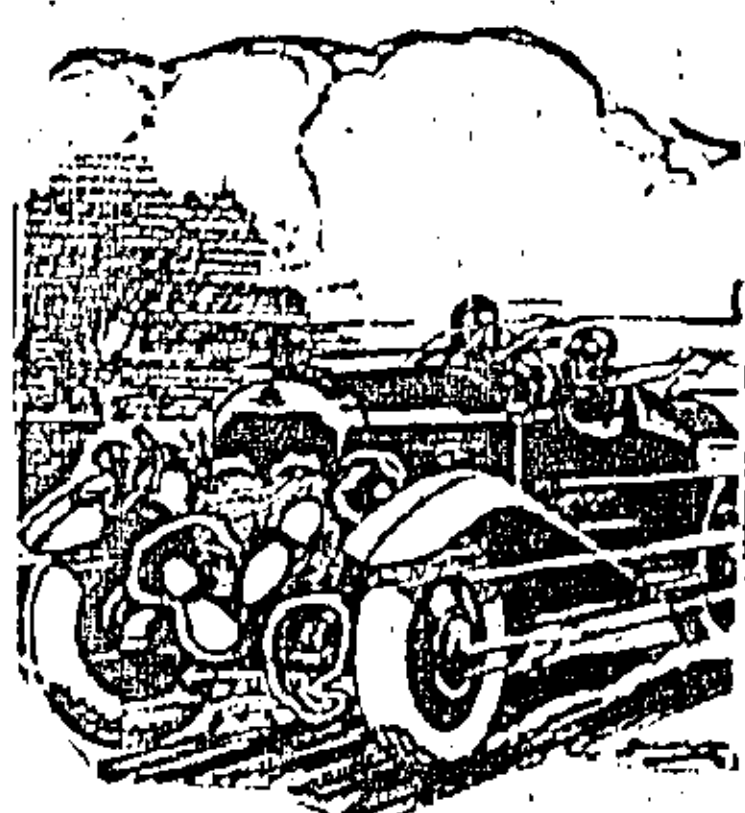
Inexpensive Cars.

The prospective car purchaser of to-day certainly is fortunate in regard to the prices being asked for several of the leading automobiles. First, there are the excellent little cars of British manufacture such as Morris Oxford, Morris Cowley, Singer, Austin, etc. Three types which may safely be said to represent the very best in British manufacture, and which have become immensely popular in Hongkong. Second in popularity is the surprising value offered by American manufacturers in low priced but highly efficient touring cars, which we might call the family car. Of these, the Essex Six takes a lot of beating, and the recent announcement of yet a further reduction in price makes it a particularly attractive proposition. \$2,320 for a six-cylinder coach such as the Essex really is satisfying value.

"SILENCE IS GOLDEN."

Efforts have been made in Great Britain to silence racing motor cycles, and to encourage development in this direction. The Motor Cycle has offered a cup to the leading racing club. It is considered that the production of a silent racing motor cycle will ultimately result in silent touring machines becoming standardised.

BE SURE THE ROAD
IS CLEAR BEFORE
STARTING FROM THE
CURB.



"Reggie, what is the matter with the car?"
"I don't know, dear. There is certainly something rattling!"
—Melbourne Punch, Australia.

"NEEDS NO PUSH".

THE PACKARD "EIGHT".

(By Captain Ashton in The Tatler.)

Most transatlantic cars that gain a tyre-hold on the British fancy do so by force of boasting. I have no quarrel with such a system, but it serves incidentally to throw into relief the condition of one in particular that has acquired its hold in a far more modest way. The Packard, like good wine, needs no bush—I almost said "push"—and at Olympia I will engage that you will always find it a centre of much admiration. The Packard Six has in the past received from me praise as high and as voluntary as has ever been given to any car. I know of no reason why I should modify these views. An even more superlative affair, however, is to hand in the form of the Packard Eight, a very wonderful affair indeed, bang up to date and including a very fine four-wheel braking system. It is entirely my own fault that I have not personally sampled its merits. But I see numerous examples about on the road, and in many cases I recognize their owners as men of automobilistic discretion. I therefore cheerfully accept the fact as undeniable that this is a car very much out of the ordinary. In my opinion, if it runs better than the Packard Six it must be a marvel, for the latter was and is a car for which I entertain the very highest respect and admiration. No sweeter vehicle ever left America.

BRITISH CAR SERVICE IN CANADA.

It is not at all uncommon to find journals and journalists deploring the fact that the majority of British cars are unable to compete with certain American productions in regard to their suitability for use overseas. The case would be more correctly presented if the initial price only was taken as a basis for comparison. When the question of reliability and long service is considered, the high-grade British car is far beyond any comparison with its lower-priced rival.

This is strikingly borne out in a letter recently received by the Export Department of the Sunbeam Motor Car Co., Ltd., from a Canadian motorist, who imported a Sunbeam car in March, 1914. After ten years' continuous service the first replacement parts have just been ordered, and the absolute reliability of the engine and chassis will be best appreciated by noting exactly what new parts are required. They comprise two new hubs and hub caps, one clutch leather, and a generator bolt.

This is not only further proof of Sunbeam reliability, but exemplifies once more the truth of the axiom that "Quality is remembered long after price is forgotten."

MOST NEEDED TOOLS.

What are the 12 most necessary spares and tools to be carried in every automobile?

The question was asked of its readers by a French publication. The vote was for the following equipment, in the order named:

Spare wheel, combination pliers, jack, tyre tool, monkey wrench, tyre pump, screw driver, spare spark plug, hammer, insulating tape, magneto wrench, annealed wire.

2,000,000 TRUCKS

There are now about 2,150,000 trucks in the United States. And about 375,000 new trucks are placed into service annually.

THE PLAIN MAN AND HIS CAR.

IV.—THE POWER UNIT. (Continued).

(By P. W. F. Mills.)

The Magneto.

The magneto is an electrical generator of a special type designed to cause an induced current of very high voltage (or "tension") in a circuit which includes the "points" of the sparking-plugs. The instant at which the high-tension current crosses the plug points is controlled by the movement of the crankshaft.

The way in which electric current is generated when "conductors" cut "lines of force" will not be described here. To understand fully the theoretical side of current generation by means of dynamo machines it is necessary to read the descriptions of electromagnetic phenomena given in electrical text books and at reduced length in some of the standard car manuals. But it is easy, having taken certain facts for granted, to acquire a working knowledge of the functioning of such a simple instrument as the magneto. The generating portion of a magneto is an alternating current generator (single phase) of the simplest type. The portion of the instrument in which is induced the current required for igniting the mixture in the cylinders is a simple induction coil with non-automatic contact breaker. The contact breaker and distributor units are mechanical devices introduced to meet the special requirements of car ignition. The instrument is entirely self-contained and extraordinarily compact. Moreover, providing that it is of recent manufacture and of reputable make it is extremely efficient and reliable.

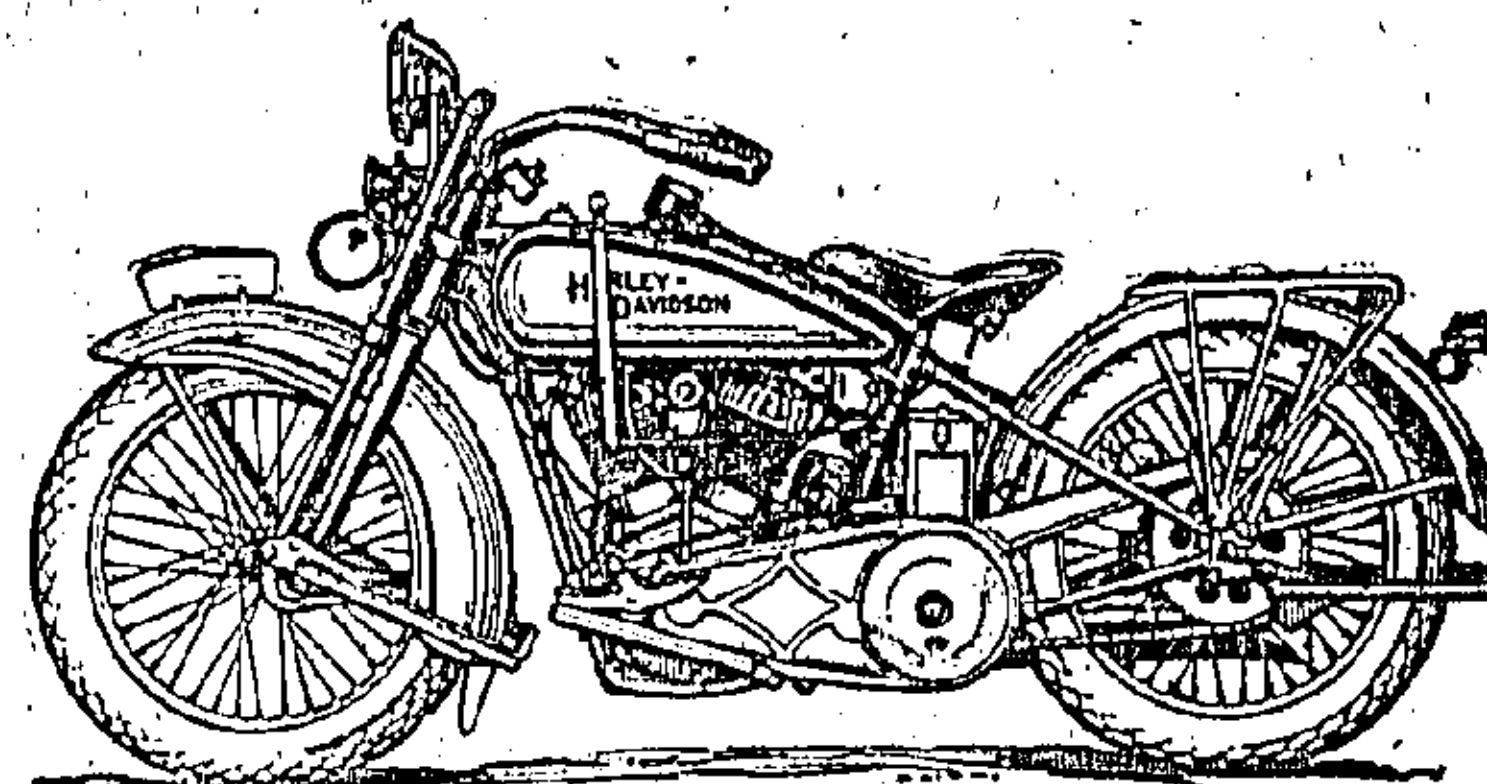
A low voltage (or "primary") current is generated by the rotation between the poles of "permanent" magnets of an armature wound nearest the core with comparatively thick wire. The "high-tension" current is induced in a winding of fine wire, also on the armature and outside the primary winding through which emanate "lines of force" from the current passing in the primary winding. This outside winding of fine wire is known as the "secondary" winding. At the correct instant the current in the primary winding is "broken" (i.e. the primary circuit is opened) by means of a mechanical device called the CONTACT BREAKER situated in a cover at one end of the magneto. As the primary current breaks and the lines of force close in upon the winding from which they originated they have to pass through the secondary winding, and they are therefore "cut" by this winding. This cutting of the lines of force induces a current in the secondary winding, and owing to the comparatively great number of "turns" in this winding this induced current is of very much higher voltage. Its pressure is sufficient to bridge by a spark the gap which is formed in the secondary circuit by the sparking plug points. This spark ignites the explosive mixture in the cylinder. No return lead is required in order to complete the secondary circuit. The spark jumps from the electrode of the plug to the body, which is screwed into the cylinder, and the current returns to "earth" through the cylinder casting. The contact breaker mechanism is simple in construction. The current is led to two platinum pieces known as "points", and it is at these points that the primary current is broken. One of the points is fixed, but the other is screwed into one arm of a rocker controlled by a spring in such a

way that the points are normally in contact. The other end of the rocker carries a roller or fibre block which, as the mechanism rotates, meets the faces of two stationary cams fixed in the inside of the ring which protects the whole mechanism. When the rocker arm mounts these cams the platinum points are forced apart and the circuit is broken.

The contact breaker mechanism must be "timed" in such a way that the breaks occur only when an induced high-tension current is actually required for ignition purposes, and clearly it is necessary to provide some means of ensuring that the high-tension current passes only to the plug of the cylinder about to fire. This later requirement is met by the provision of a DISTRIBUTOR, which is a rotating carbon brush fed with current from the high-tension current "collector" brush and driven by gearing from the armature shaft. The distributor brush presses against copper segments let into the distributor cover (usually made of vulcanite or similar material), and these segments have attached outside the cover terminals from which run the high-tension cables to the sparking plugs. The terminals are frequently numbered 1-4 for reference.

The relationship of armature speed to crankshaft speed and distributor speed will be clear after consideration of the following facts governing the relationship. The primary winding receives two current impulses for every revolution of the armature. Its possible output is, therefore, two sparks per revolution of the armature. In two revolutions of the crankshaft all four cylinders fire, and four sparks are required in that time, i.e. two sparks are required in one revolution. The armature shaft must accordingly run at crankshaft speed. The distributor brush passes current to all four cylinders in each of its revolutions, and one revolution thus meets the requirements of two revolutions of the crankshaft. The distributor, therefore, runs at half crankshaft (also armature) speed. As the distributor is driven off the armature shaft a two-to-one reduction is incorporated in the drive.

There are two controls attaching to the magneto. They are the timing control lever and the cut-out switch. The former is cut out loosely referred to as the "spark lever", and is arranged to run over a quadrant located on the steering wheel or the steering column. Rods connect it to an arm on the contact breaker cover, which is arranged to rotate through a small arc of a circle, this movement altering the position of the fixed cams relative to the armature and causing the sparks to occur earlier or later in the cylinders relative to the positions of crankshaft and pistons. This movement of the contact breaker cover is known as "advance and retard of the spark", or "ignition advance and retard". The cut-out switch may be located at any point of the car convenient to the driver, and its effect is to close a circuit connecting the primary winding and "earth". In other words closing the switch contacts (or "switching off") earths the primary winding through connections in the contact breaker and no current is generated in the magneto. For obvious reasons placing a contact switch in the high tension circuit would be dangerous and unsatisfactory. (Continued on Page 5.)



The 1926 Harley-Davidson Stream-line Twin, Featuring 16 important improvements.

Arrived per S.S. "Empress of Asia"

Will you be the lucky one to have the first 1926 out on the road?—Come and let me demonstrate this wonderful machine with all the latest improvements.

Kindly book your order now at the Gascon Motor Co., No. 2, Kwong Wah Road, Kowloon (opposite The Steam Laundry) as only a limited number have arrived.

ALWAYS IN STOCK

Latest Harley-Davidson Motorcycles, Combinations and Spare-Parts.

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Repairs on all makes of Motorcycles.

THE GASCON MOTOR COMPANY.



Is it not strange that a man will spend hundreds of hard-earned dollars for a motorcar and then ruin it by using poor quality lubricating oil? Yet so many do it there must be a reason.

They do not believe that one oil is better than another; and think all the educational work this Company has done and is doing, a dodge to get their money.

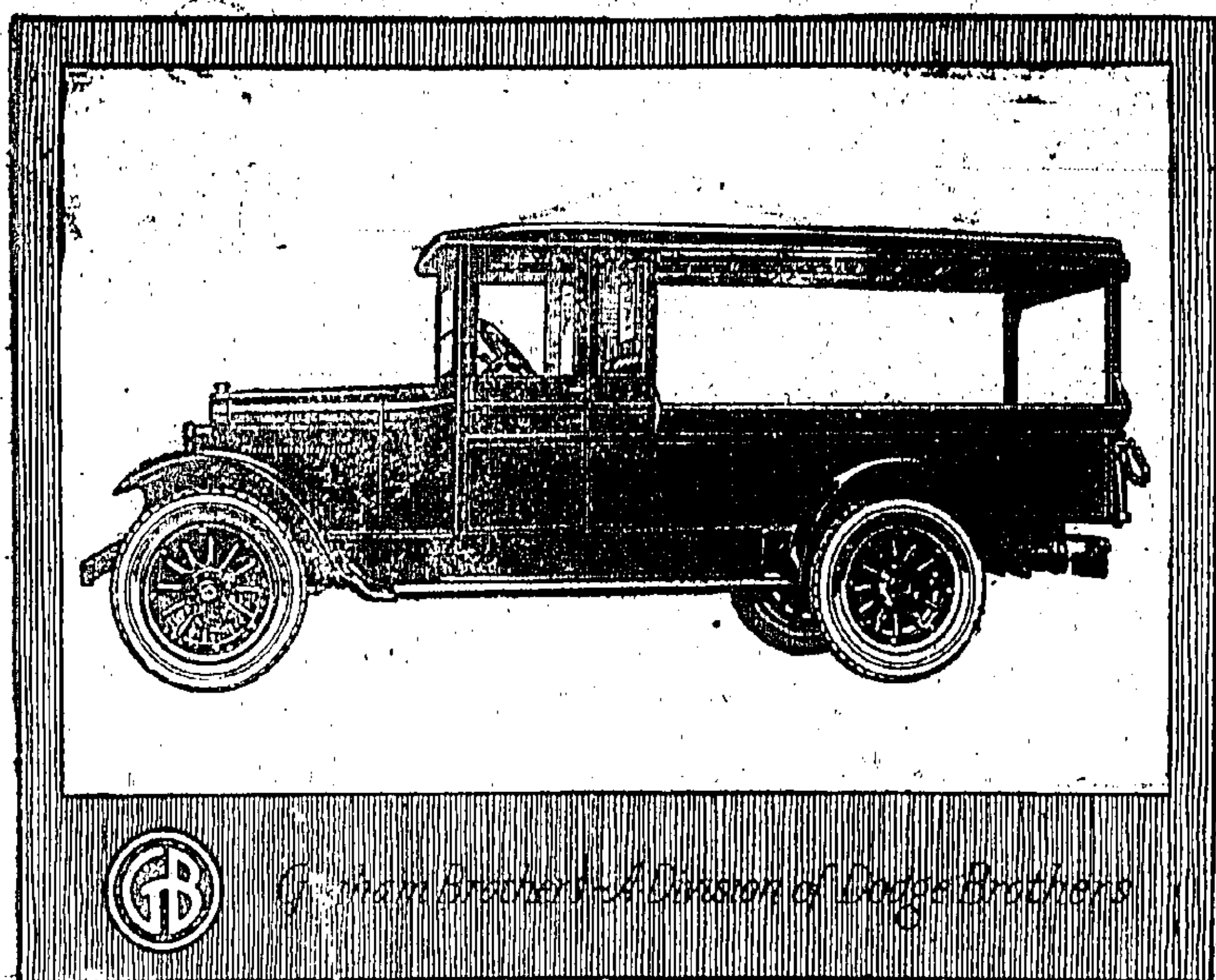
Many years ago, we set out to educate the oil-consuming public and the progress to date has been remarkable. The fact that we are the largest strictly lubricating oil company in existence speaks volumes for the Company's Correct Lubrication Policy. To say that we have been successful is putting it mildly.

Quality and Service are the two words we have in mind when producing Gargoyle Mobiloil.

The use of the Correct Grade of Gargoyle Mobiloil, as specified in the Chart of Recommendation, will insure your motorcar against an early trip to the scrap heap; give you more mileage to the gallon of benzine, and horse power to your engine and eliminate expenditure for repairs due to the use of poor quality oil.

Ask your dealer for Gargoyle Mobiloil and Make the Chart your Guide when selecting the Correct Grade.

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A Body for Every Business

When you buy a Graham Brothers Truck you have your choice of the largest line of standard bodies in the industry. Whatever your requirements may be, Graham Brothers can supply you at minimum cost.

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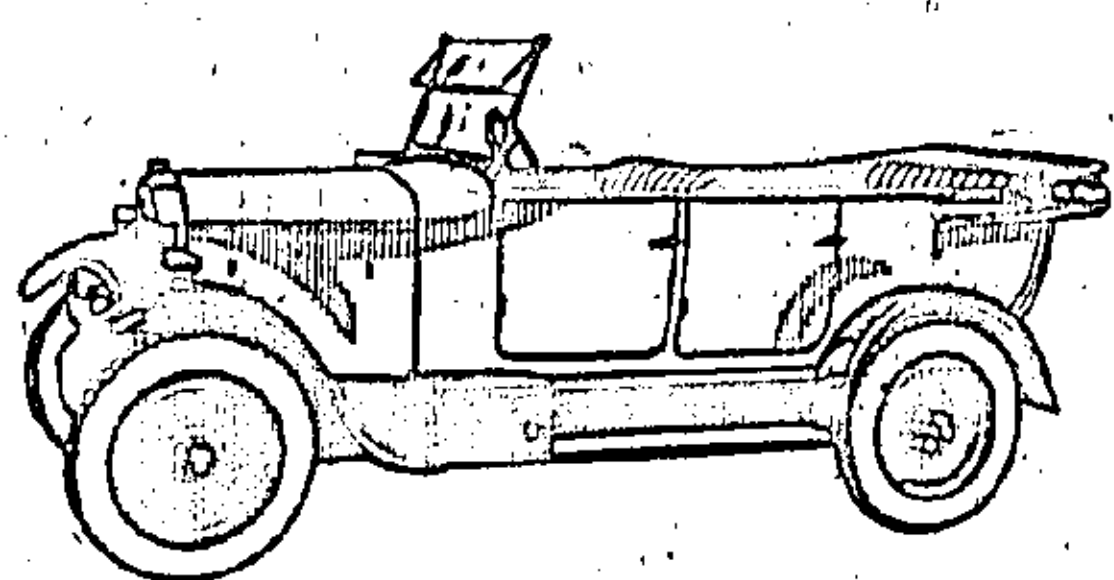
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DEALERS EVERYWHERE
MADE AT DETROIT AND AT ONTARIO, CANADA.

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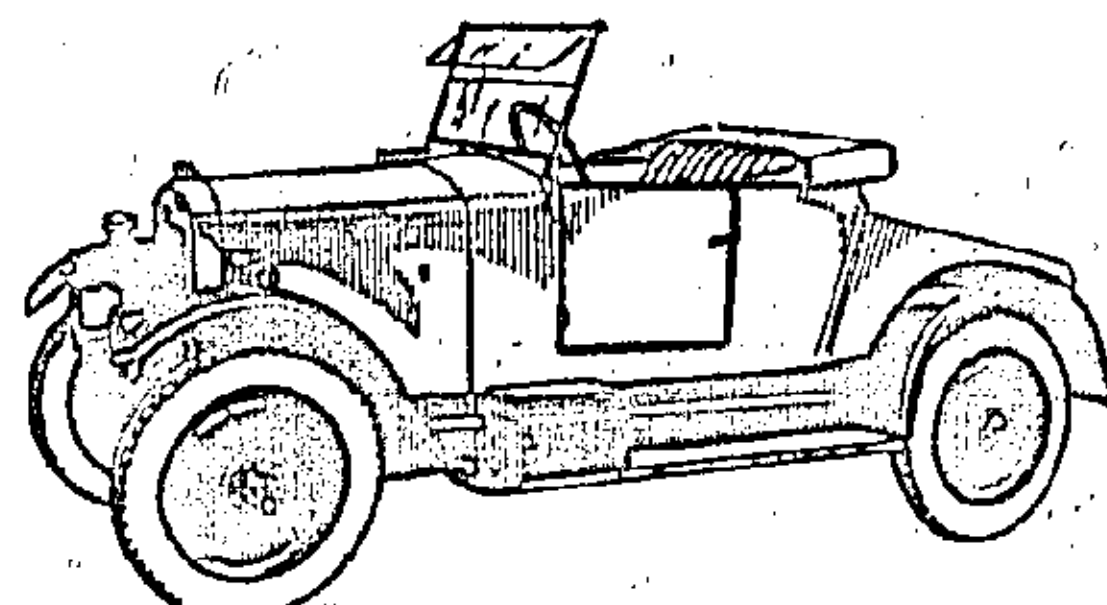
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1926

ANNOUNCEMENT



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\$2,200



TWO SEATER "DE LUXE"
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OVERHEAD VALVES	PNEUMATIC UPHOLSTERY
FOUR WHEEL BRAKES	DUNLOP RE-INFORCED BALLOON TYRES
AUTOMATIC WINDSCREEN WIPER	35/40 MILES PER GALLON
COMPLETE ALL WEATHER EQUIPMENT	LARGE RADIATOR
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"SINGER"

represents all that is best in British Light Car Engineering.

FOR FULL SPECIFICATION AND DEMONSTRATION
OF THE FEW 1926 MODELS
APPLY TO
GILMAN & CO., LTD.
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YOUNGEST SPEED DEMON.



Eddie Rennen, 5, youngest motorcycle racer in the world. In a race for children held in Berlin, Eddie, with his specially built motorcycle, led at the finish by a couple of blocks.



The model's nineteen-seven-teen; it's lines are out of style. But, anyway, it's MY machine, and I have cause to smile. I bought it in the good old days, when auto's were the thing. And now I'm standin', glad to praise, 'cause, gosh I've had my fling.

There was the time when folks would stare, when I went chugin' by. My friends all thought that I was there. I used to catch their eye. Of course a lot of time has passed. My auto's head is bowed. Right now it's not so highly classed, and people laugh out loud.

I hop right out and crank the bus, and then the engine flies. I never have to stop and cuss like lots of other guys. Of course I need not use a horn. My engine knocks so strong, that people know, from night to morn, I'm comin' right along.

Go on, you folks, who have new cars, and split your sides with laughter. Why I don't mind your "har, har, hars" that, where I go, trail after. I know my car's a circus clown and rouses lots of pity. But when your cars are broken down—I'll still be ridin' pretty.



Does Your Car Suffer from Indigestion?

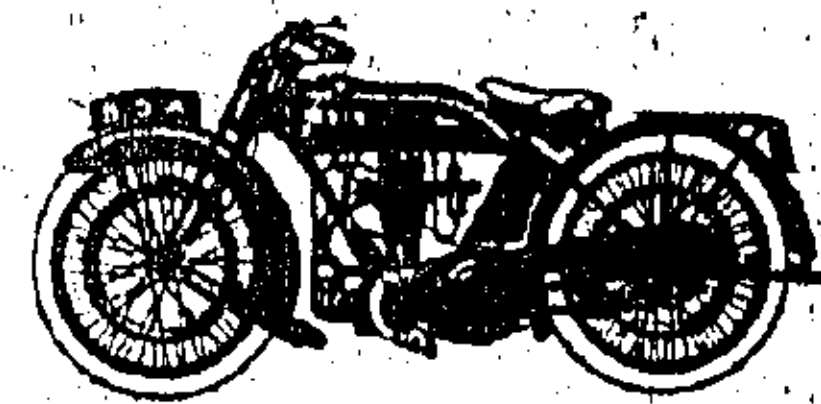
WHETHER your engine stutters, and lies down on you occasionally, or whether the condition is chronic, we guarantee to diagnose the case correctly and effect a cure.

Our staff of expert mechanics takes just as much interest in your car as would the medicos if you personally were laid up for repairs.

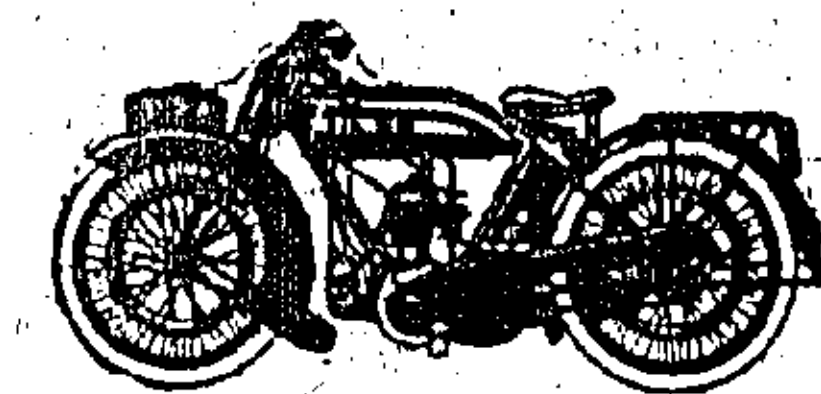
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Expert and Constant European Supervision.
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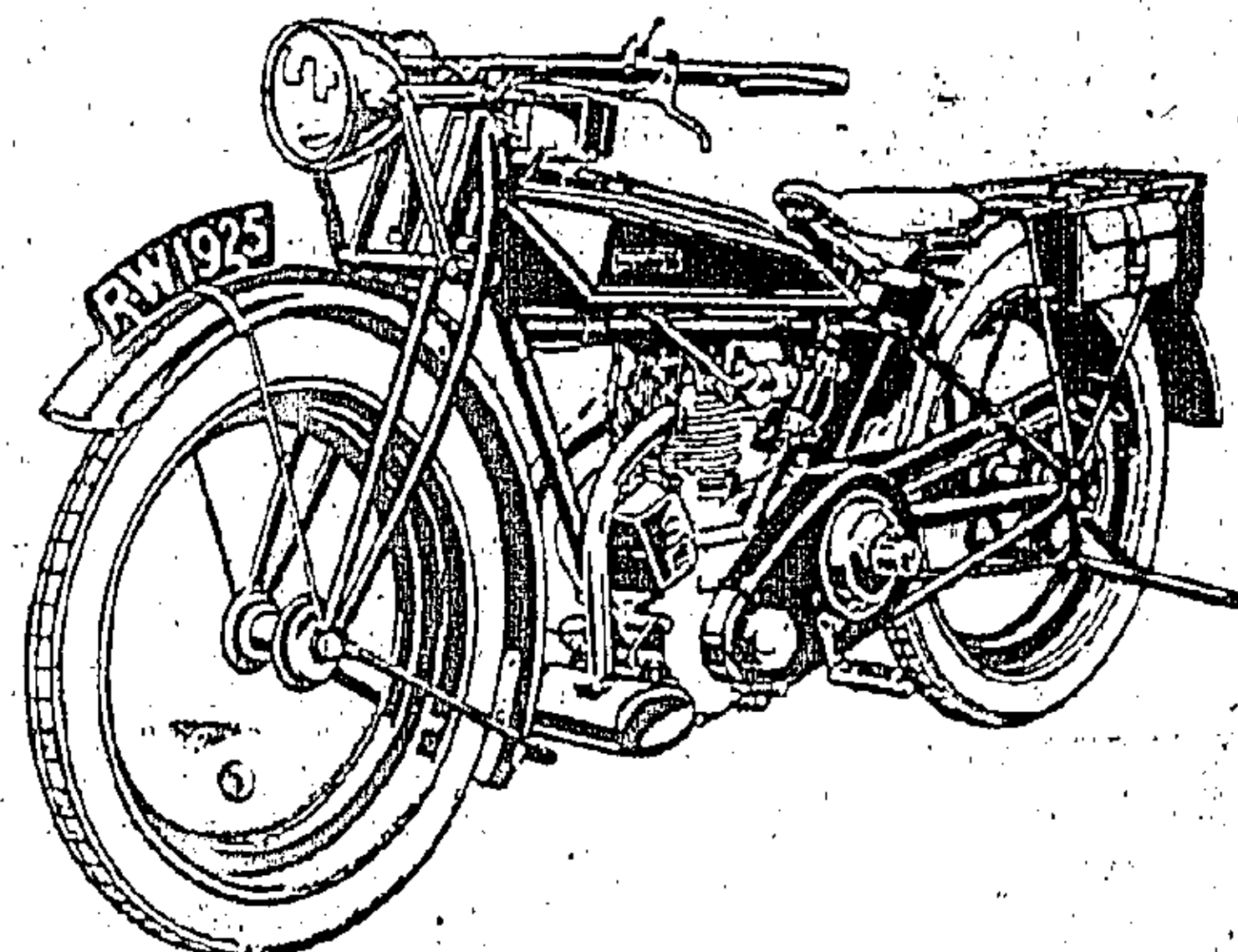
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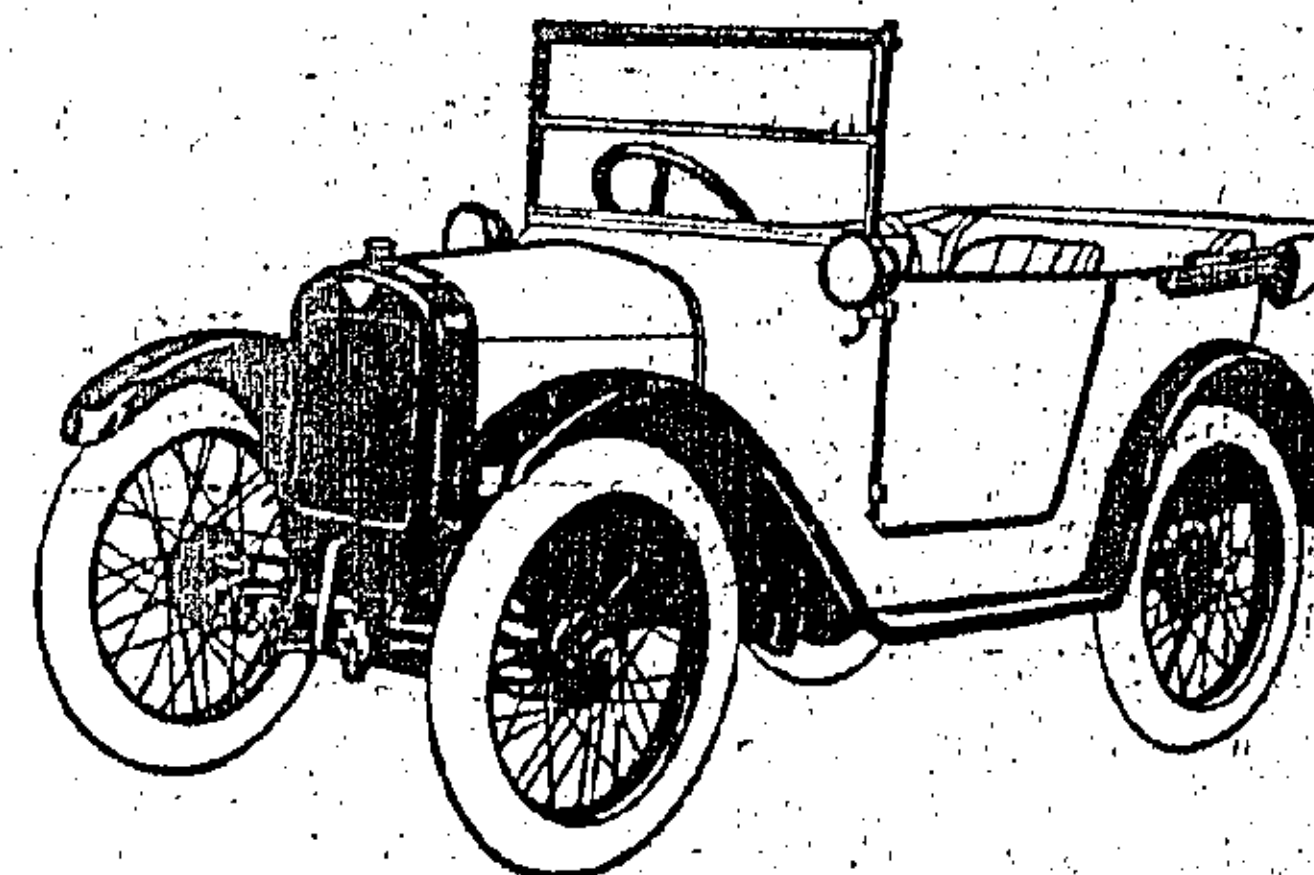
ALL ELECTRICALLY EQUIPPED
3.46 H.P. \$485.00 4.99 H.P. \$525
4.99 H.P. Combination \$775.00

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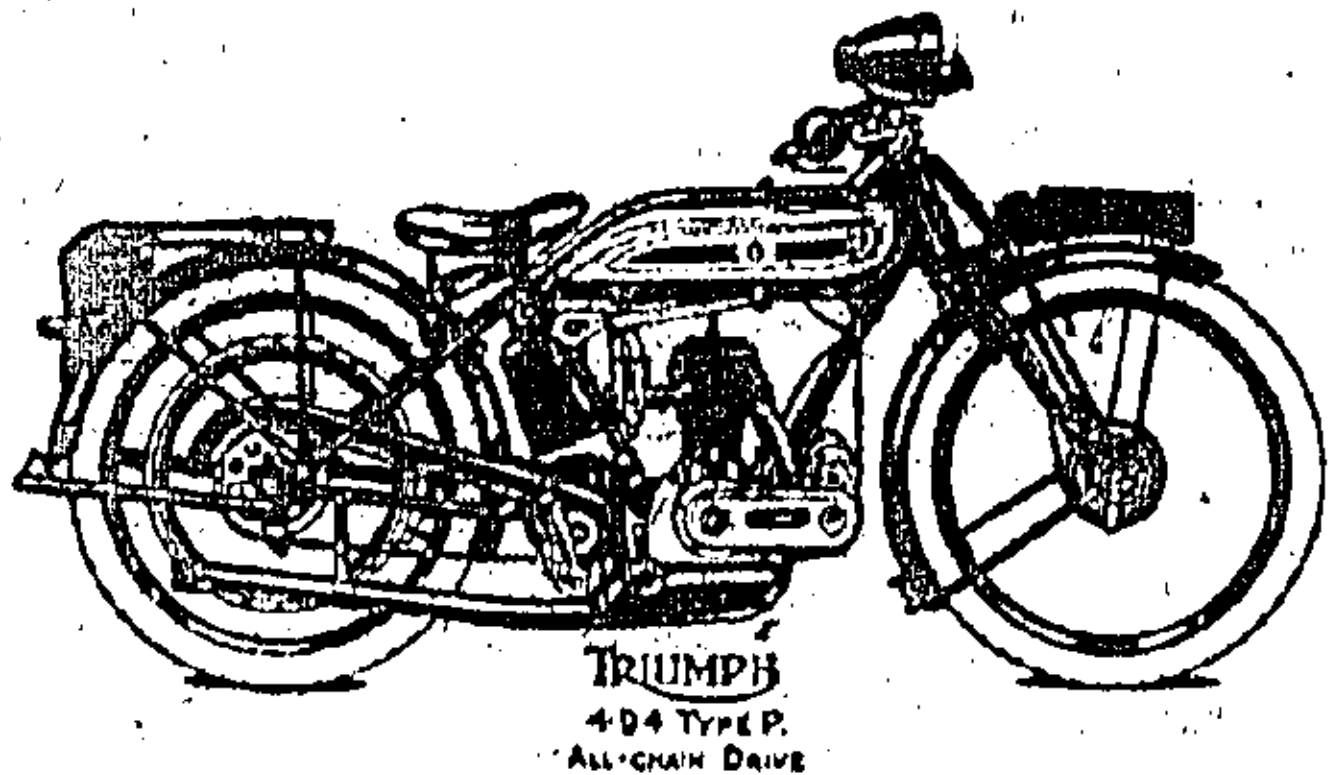
This distress Signal has been answered by AUSTIN "7" cars many times, and has never failed to respond satisfactorily to the call.

Eventually you will be flashing this same distress signal. "AUSTIN SEVEN" to the rescue.

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TRIUMPH



Your Ideal—not how much power but how good—it gets you there.

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AVIATION SPIRIT

is being used exclusively in the Aircraft
carried by

H.M.S. "HERMES"

The wise motorist will follow this example
by using the world's best motor spirit,

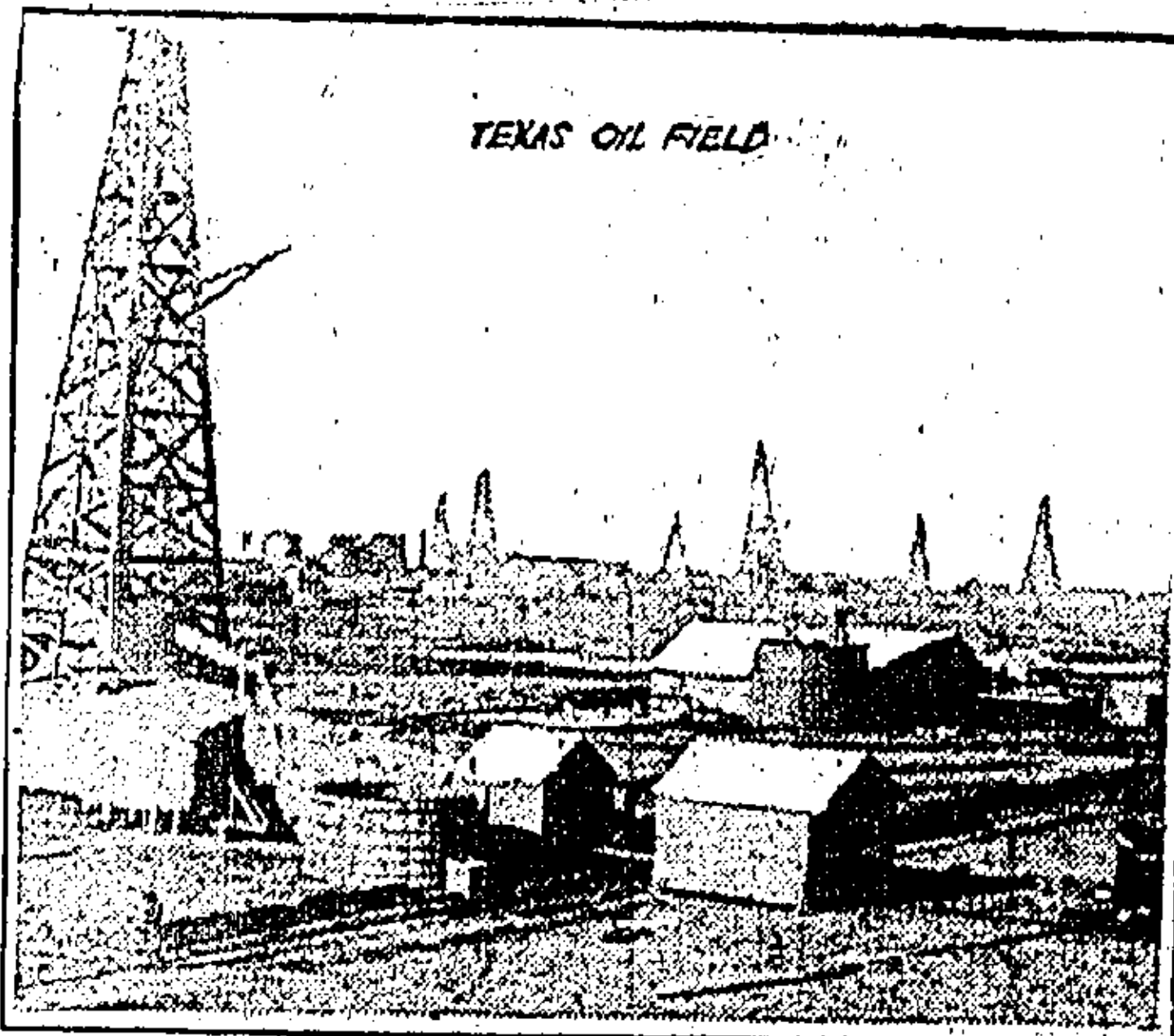
SHELL

THE

ASIATIC PETROLEUM CO., (S'C) LTD.

(INCORPORATED IN GREAT BRITAIN.)

WORLD'S GASOLINE CONSUMPTION.



CHICAGO—World consumption of gasoline this year surpasses all records, according to a report of the American Research Foundation. Daily requirements for use in the United States and for export trade, the report says, exceeded 80,600,000 gallons in April and at present is running more than 81,600,000 gallons daily. "Ten major companies produce the large proportion of this gasoline," the report points out. "Approximately 60 percent of the daily requirement can be met by these ten companies if their plants are operated at peak capacity." Peak load gasoline producing capacities of these ten companies are listed with this explanation: "The figures are based on operations being conducted with the same character of crude or other petroleum supplies that the companies have been using currently and on the assumption that further supplies of the same character are available. The rating given for any one company includes the producing capacity of subsidiary or affiliated companies." The list follows:

	Gallons Gasoline per day
1. Standard Oil (New Jersey)	4,500,000
2. Standard Oil (Indiana)	3,500,000
3. Texas Company	2,974,000
4. Gulf Refining Company	1,754,000
5. Sinclair Oil (Sinclair Corp.)	1,723,000
6. Standard Oil (California)	1,380,000
7. Standard Oil (New York)	1,218,000
8. Royal Dutch Shell Co.	1,175,000
9. Union Oil Co. (California)	865,000
10. Atlantic Refining Co.	845,000
TOTAL	10,533,000

"Ratings presented in the list," the report says, "are based on impartial estimates of experts having knowledge of conditions."

FILTERED AIR.

TO PREVENT SCORED CYLINDERS.

By Capt. E. de Normandie in the *Daily Chronicle*.

Among the detail improvements in car mechanism at the coming exhibition will be various types of mechanism for eliminating impurities in the air and oil used in the engine. At first sight this may appear almost an unnecessary refinement.

But if you could witness some practical demonstrations—as I did—such a belief would quickly give place to a knowledge that the idea is essentially practical and economical.

On a small stand in the English works of a well-known British Empire-produced car I was shown how this detail improvement operates on the 1926 models.

The action of the suction of the engine through the carburettor was reproduced by means of an electrically operated fan. Consequently the "exhaust," instead of being hot gases, was just the air drawn through the carburettor.

PROVING THE CASE.

The actual effect of air going into the carburettor and out from the engine was identical to ordinary car-running conditions. But with only cool air issuing from the engine one could study the "exhaust" with more closeness than would otherwise have been possible.

Just in front of the air intake to the carburettor a steady downward flow of very fine sand had been arranged—such as is used in the hour glass.

About 90 per cent. of the sand was drawn into the induction pipe—but I could not trace a grain from the "exhaust," as the automatic filter collected it all and deposited it in a little heap.

We all know how grit scores cylinder walls and bearings of an engine, so it is obvious what a beneficial effect this new gadget will have on the life of engines to which it is fitted.

When the impurities in the oil are similarly eliminated, it is again obvious that a further gain in the life and efficiency of the engine is assured.

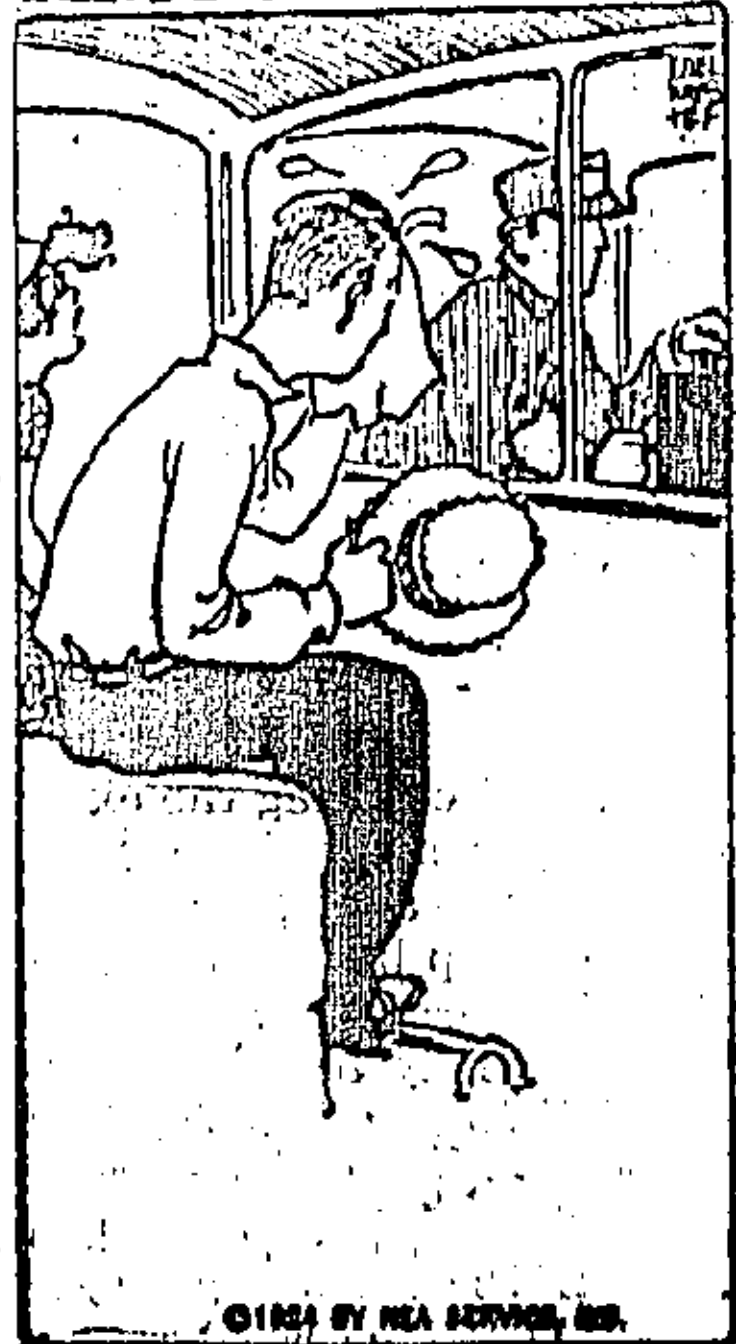
RUST-PROOFING

A new rust-proof process has been developed for covering parts of automobiles. Gears are merely dipped in the liquid, get a thin coat and are as proof from rust as they have been under the oil-dip treatment.

SIDE FOR OLD TYRES

For city driving, put old tyres on the right side of the car. In the country, use the old tyres on the left side. In the city, these will get the bad bumps, like hitting against the curb, turning corners, etc. On the highways, the left side of the car has the easier path.

FLAPPER FANNY says



A taxi driver is the only person who can pull down the flag before sunset.

Special Dodge Brothers Motor Cars in four types

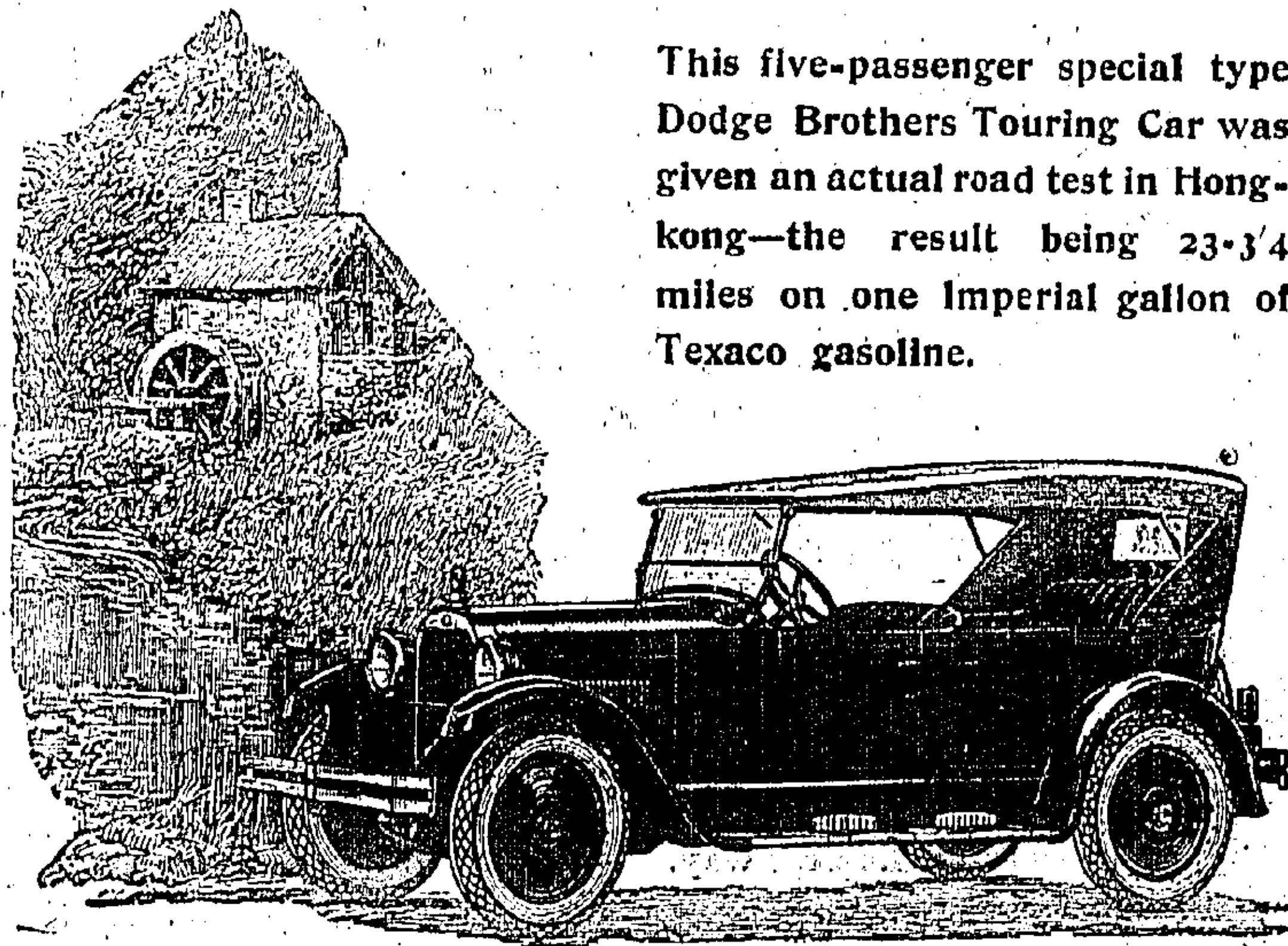
Four special types have recently been added to Dodge Brothers standard line of motor cars—A Touring Car, a Roadster, a Type-A Sedan, and a 4-Passenger Coupe.

These types have been created for that substantial group of motorists who favor individuality in motor car appointment and design.

In fundamental construction they are identical with Dodge Brothers standard product. Their accentuated smartness, however, is strikingly obvious in many elaborations of equipment and refinements of detail.

Special 6-ply, balloon-type tyres nickel-trimmed radiator shell on touring car and roadster (optional on closed types) front and rear bumpers, motometer with lock, special blue leather upholstery (for touring car and roadster) special body striping, rear view mirror, automatic windshield wiper scuff plates, cowl lights and steel disc wheels constitute the more important items of special equipment.

Made at Detroit and at Ontario Canada.



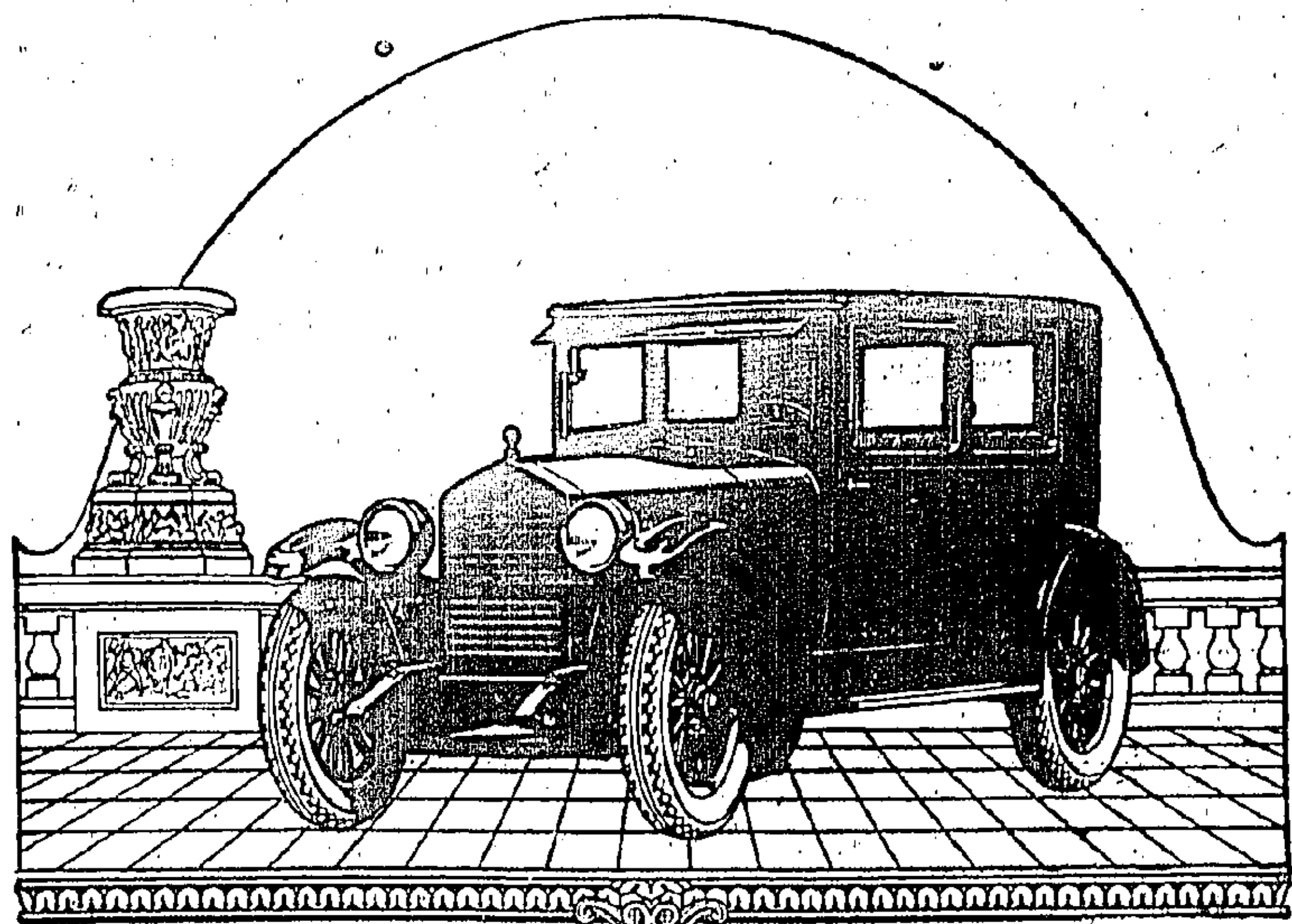
This five-passenger special type Dodge Brothers Touring Car was given an actual road test in Hong-kong—the result being 23.3/4 miles on one Imperial gallon of Texaco gasoline.

THE DRAGON MOTOR CAR CO., LTD.

Telephone Central 1246 or 1247.

33, WONG NEI CHUNG ROAD.

HAPPY VALLEY.



ESSEX COACH \$2,400

Built by Hudson, Essex not only shares the advantages of the famous Super-Six patents, but also the value-building supremacy of their enormous combined production.

It is the one issue in the most astounding sales success of motordom. The greatest of all Essex values is responsible for the greatest of all Essex years. No car, at or near the price, rivals it in actual proof of value—which is SALES.

Hudson-Essex Now World's Largest Selling 6-Cylinder Cars

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The Mark of Quality

This mark identifies Firestone—the tyre equipment which measures up to the high standard of service we ourselves aim to deliver.

The Firestone process of Gum Dipping accomplishes the great vital need in tyre service! It prevents friction and avoids excessive heat.

On Tubes this mark indicates selected rubber and workmanship of highest skill.

Ask for both tyres and tubes bearing the Firestone name and Mark of Quality.

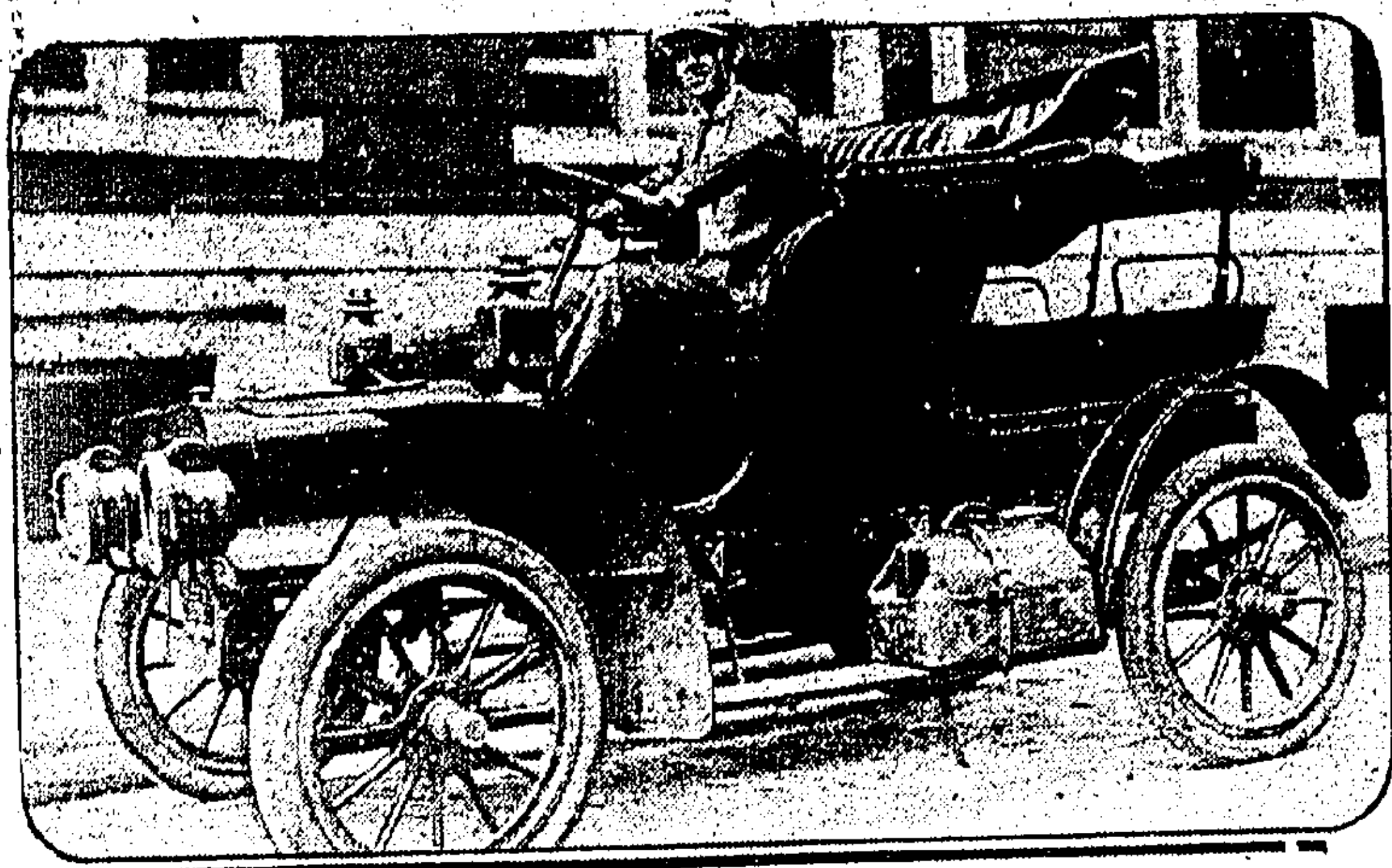
MOST MILES PER DOLLAR

THE DRAGON MOTOR CAR CO. LTD.

33 Wong Nei Chung Road, (Happy Valley).....Central 1246 or 1247.

Firestone

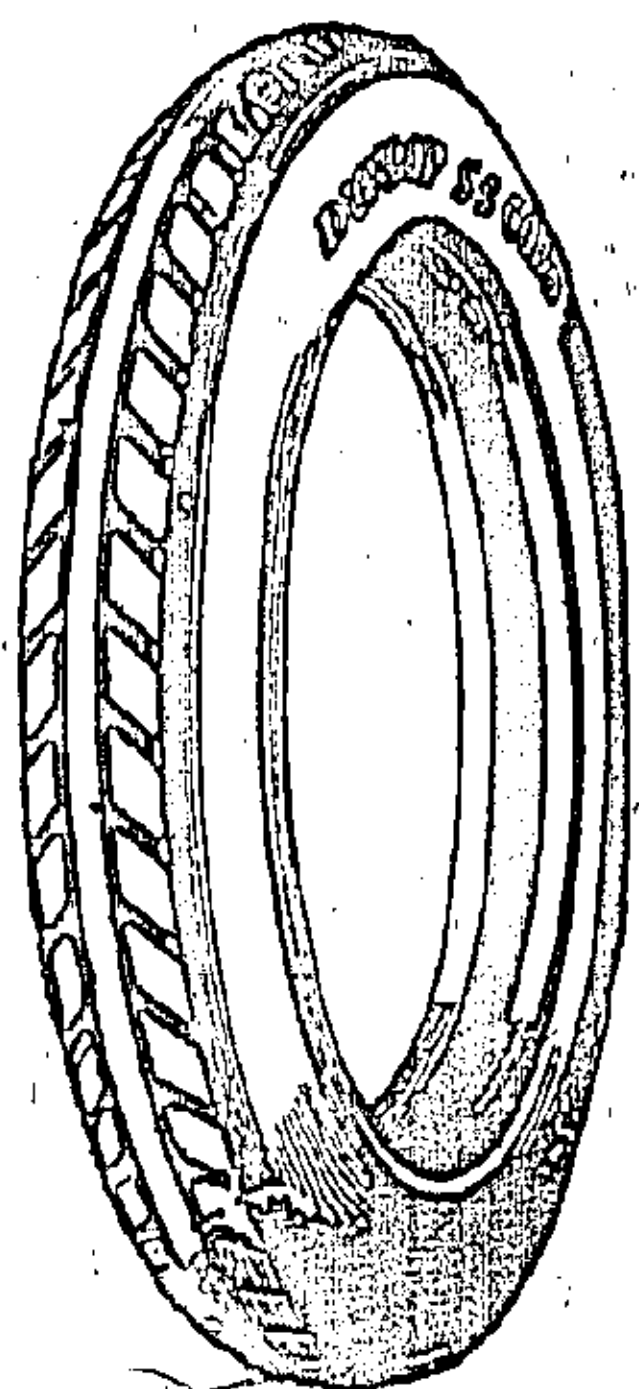
ONE-LUNGER CONQUER PIKES PEAK.



Roscoe Butcher pictured in his 1902 "one-lunger," recently charged up Pikes Peak, U.S.A. considered an almost impossible feat. The chain-drive car made the climb in four hours and went into low only once—at the start, and it was still in low at the finish. The 23-years-old machine was driven from Wichita to Colorado Springs.

Why

DUNLOP CORD TYRES



should be on your car

They are the outcome of the longest experience in tyre building.

They are made from raw materials, the production of which is controlled from its source.

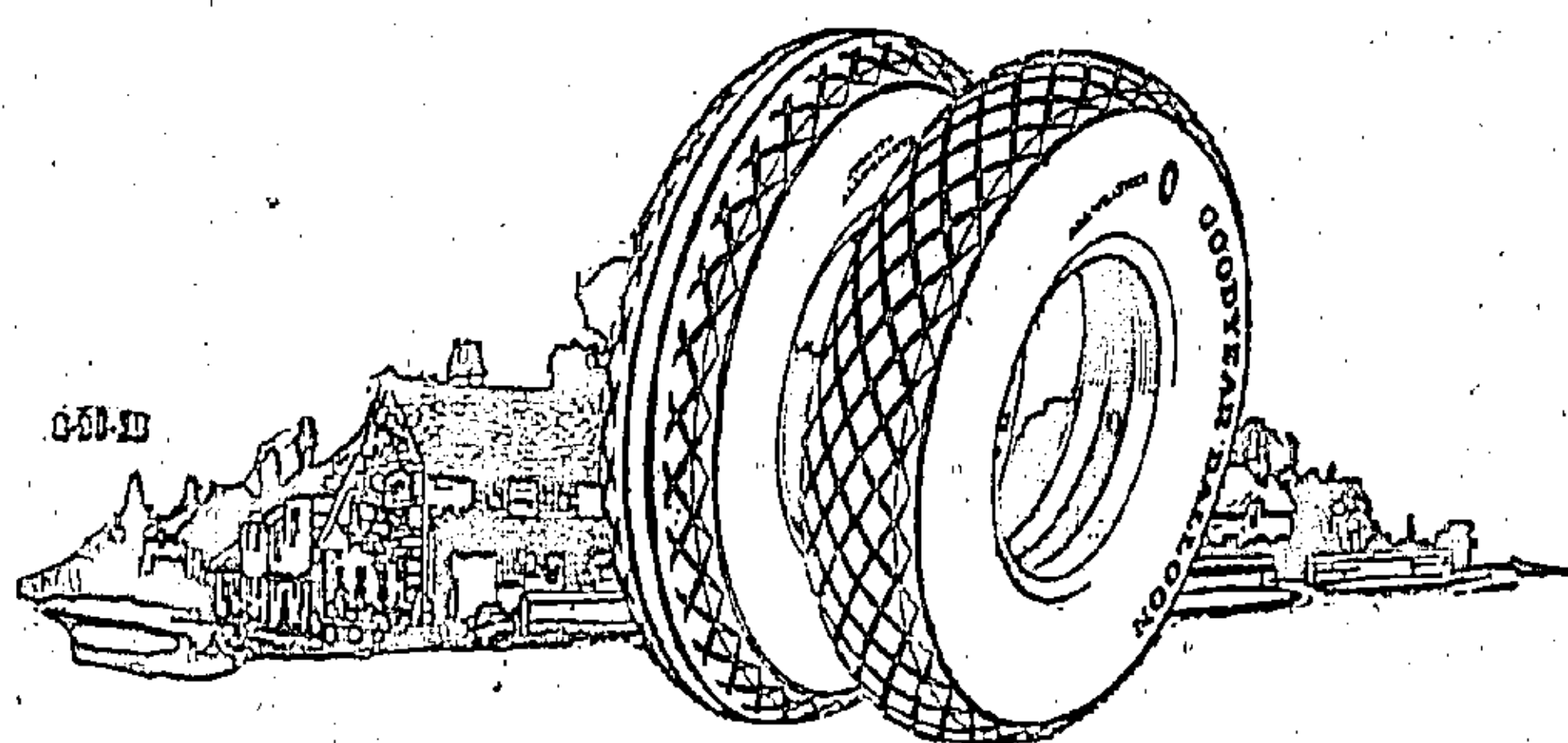
They are made on the proved best principles, applied in the best way.

They give longer mileage and better service than any tyres in the world.

AND!!—the DUNLOP RUBBER COMPANY maintains its own Branch organisation on the spot, to give effect to the Company's universal policy of Service and Efficiency on all Tyre matters.

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SUPERTWIST

is Your Assurance of Economical and Satisfactory Service

This celebrated material, of extreme elasticity, was developed by Goodyear to meet the low-pressure, flexible sidewall characteristics of the balloon tyre.

Tests made with tyres embodying SUPERTWIST show that ply or ply this new material greatly lengthens tyre life.

What the test reveal, actual use confirms.

You should have, in the tyres you buy, the advantages that only SUPERTWIST gives. Your assurance is to buy Goodyear Balloons.

You can get Goodyear Balloons to fit new small-diameter wheels, or in most cases the wheels now on your car, if with Straight Side or 30x32 Beaded Edge rims.

On whichever type you buy, look for the name Goodyear—it Means Good Wear.

Need Time Buy

GOODYEAR BALLOON TYRES

Made With SUPERTWIST
MADE IN CANADA

DISTRIBUTORS

ALEX. ROSS & CO., (CHINA), LTD.

Bank of China Building, Hongkong.

38,000 GARAGELESS CARS.

SURVEY OF WASHINGTON TRAFFIC.

(BY CHARLES P. STEWART)

Sept. 15.

Major William E. R. Covell, assistant to Engineer Commissioner James Franklin Bell of the District of Columbia, knows more about city traffic, afoot and on wheels, than anybody in the world.

He has just finished a survey of it, in Washington, for the district commissioner, and for thoroughness it never was equalled in history.

While it was limited to the capital, most of the conditions it revealed are common to all big cities, at any rate in the United States.

Some time ago Congress passed a bill authorizing Washington's various street car and autobus lines to merge. The commissioners wanted to know if it were desirable to go ahead and merge them.

They had to find out all about traffic first, to decide.

That was the survey's genesis. Covell was put in charge. He had plenty of money—\$50,000—to do a good job. And the despotism of the district's government provided him with an excellent machine for his work.

More pedestrians are hit by autos between 8 and 9 p.m. than at any other time of day or night. Presumably this is because visibility is low, but hasn't been low long enough for autoists and pedestrians to get used to it.

Besides, it's an hour when most people are bent on pleasure and therefore careless.

Eleven to noon is the peak hour for autos to hit fixed objects—as their drivers are scooting home for lunch.

But the rush hour is from 5 to 6, because more people go home to dinner than to lunch. That's when most autos collide. These are some of the things Covell ascertained.

How many auto owners always leave their cars out all night?

Covell got the newspapers to announce that, on a particular night, the police would make a roundup of all such cars. That was to scare to cover all who indulged in all night parking only part of the time. That night he had the police make, not a roundup, but a count.

Out of Washington's 85,000 autos, they counted 18,000 homeless cars. One policeman counted 170 on his beat alone.

If Covell hadn't scared the semi-homeless car owners in advance, there'd have been more. The policeman referred to made a second count a few nights later, just to amuse himself. That time he counted 507.

That's why there are so many mangy looking autos in Washington. The district commissioners estimate that, in the absence of any scare from Covell, 38,000 cars habitually spend all their nights in the street, which doesn't do an automobile any good.

There's more of it here than elsewhere, because this is the home of the government clerk, who can't afford a machine, but has one nevertheless.

Wouldn't you suppose that a street car, running along a regular track, would be safer to ride in than a bus, ranging all over the street? Such isn't the case.

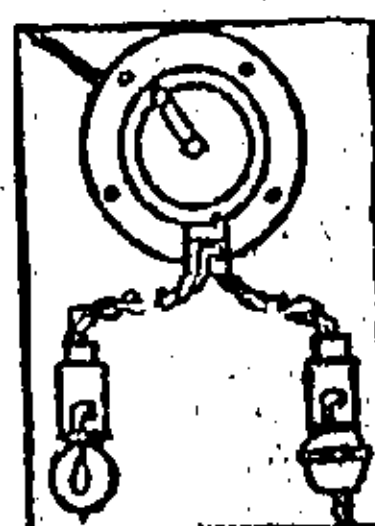
Covell found that a bus is twice as safe as a street car.

When his report comes out it will mention a place in Washington where the traffic congestion is worse than at Fifth avenue and 42nd street, New York.

His report will tell just how many Washingtonians ride in autos, how many ride in street cars, how many travel by bus, how many walk. It will just naturally tell everything about Washington traffic conditions that there is to be told.

If you wear nose glasses in Washington you don't get an auto driver's permit. You must wear spectacles, hooked over your ears. Nose glasses are too apt to get knocked, and even to bounce, off. It's a new rule.

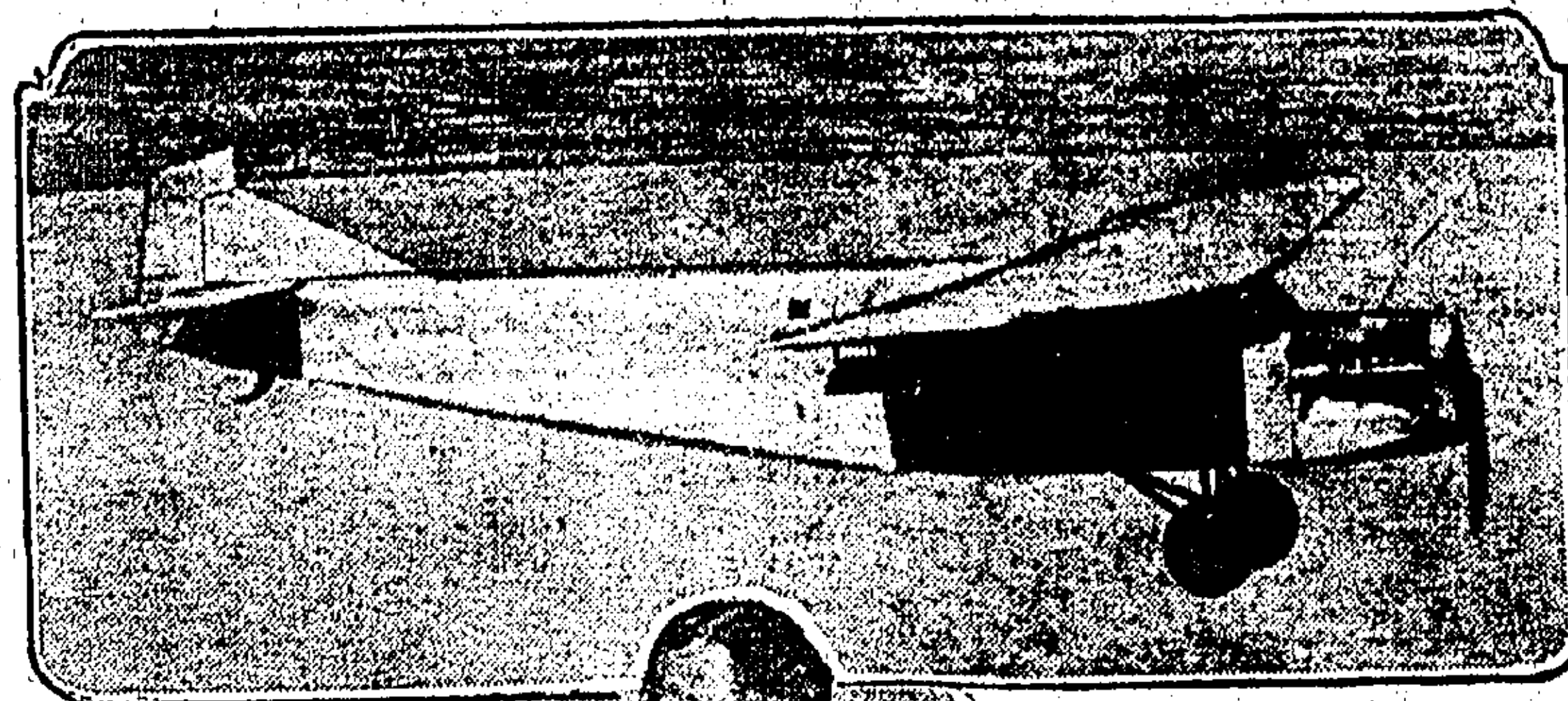
A new way of carrying the extension light is on a reel, as made up by a Chicago firm. The reel may be mounted on the dash and any portable spot-light attached. The cord is 12 feet long and is easily wound up by hand.



WILL FORD "FLIVVERISE" THE AIR?

INTERESTING INTERVIEW BY ERNEST L. LYNN.

(Exclusive to The Hongkong Telegraph).



Many reports have been circulated about the entry of the Ford Motor Company into the field of aviation with a new airplane.

The following interview was granted exclusively to Mr. E. L. Lynn, by Mr. Edsel B. Ford who is the President of the Ford Company, and we are able to publish it by special arrangement.

It is the first time that an authoritative expression of the company's plans has been given.

"To-day," said Edsel B. Ford, "we are on the threshold of a new and great industry, just as 25 years ago the automobile industry was just beginning to open up."

I had asked him whether it was true—as current report had it—that Ford had started the manufacture of airplanes and was intending to "flivverise" the air.

"Ford is not making airplane—not yet," said Henry Ford's son. "It is true that an experiment has been going on on Ford ground here at Dearborn, and several planes have been turned out."

"But get this straight—Ford didn't make those planes. The Stout Metal Airplane Co. made them. There is Ford money behind it, but there also is money from many other interested individuals."

"And if the experiment proves a success?"

"Then," said Ford, "it is entirely conceivable that we will go into the airplane business on a big scale. Whether this experiment proves a success or not, there eventually will be Ford airplanes anyway. Why not? We make just about everything else, don't we? You know, we made one airplane about 18 years ago—just as an experiment—and ran it with a Ford engine."

WILL MAKE PLANES.

So in a nutshell the situation with regard to Ford airplanes is just this, according to Edsel: Ford is not making airplanes yet, but will some day. Whether it will be a plane like the present "experiments" remains to be seen.

And if the all-metal plane does come up to expectations then it is entirely likely that the Ford organization will branch out in the airplane industry in a big way.

The Stout Metal Airplane Co. is making all-metal monoplanes. Later on it will also make all-metal dirigibles. Specifications for the latter are drawn and work is nearly ready to start.

According to Edsel Ford, the monoplane will carry conservatively a 1,500-pound payload and may be a 2,000-pound load at a speed of 100 miles an hour. Several have been made, the last two being the first "production" models and embodying several departures from the original design. One of these now is being tested in the United States air-

mail service. The other is on the flying field in Dearborn.

When you talk to Edsel Ford you somehow feel certain that he has made up his mind definitely to go into the manufacture of airplanes in a big way. Of course, he doesn't say so flatly. He admits it is entirely possible, but he makes no predictions.

But you feel that way because you find out he knows so much about airplanes. He sat and talked such things as "lift" and "load" and "stress" and "resistance" until it is plainly to be seen that he has made a thorough study of aeronautics.

"Do you pin your faith in the all-metal plane?" he was asked.

"Absolutely."

"Why?"

"For the same reason that you have all-metal locomotives. They are rugged. Besides there are no wires and struts and projecting fuel tanks to offer big wind resistance. They are more efficient. Their 'lift' is greater. Another thing, with an all-metal plane you don't need a hangar. How long would an ordinary plane with fabric wings last if constantly exposed to the weather?"

"Of course, the all-metal plane is more expensive than the other type. We figure that, with big production, it might be possible to bring the selling price down to \$5,000. You'd hardly call that cheap. It wouldn't exactly be 'flivverising' the air."

HAS WORK TO DO.

One naturally wonders whether the success of Henry Ford with automobiles has not inspired his son with the ambition of some day carving his own name indelibly on some other great industry—airplanes for instance.

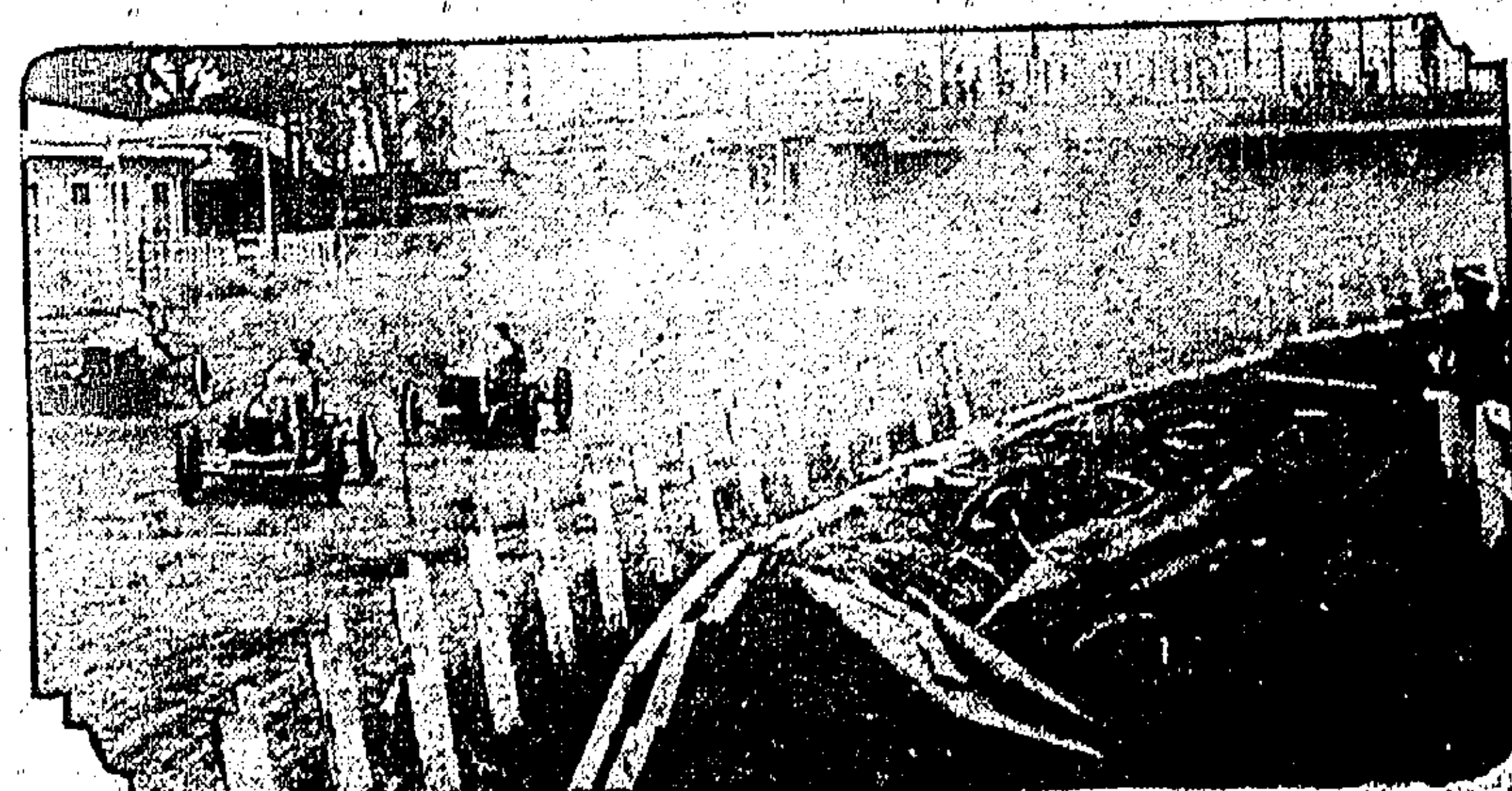
When I asked Edsel Ford that he laughed.

"Well, the automobile field has not become saturated yet. There's plenty of big work here for me if I just 'carry on.' However, I'd be foolish to say flatly that we are not eventually going into the airplane industry in a big way, because it is in its infancy. I just don't know yet."

"Would you like to?"

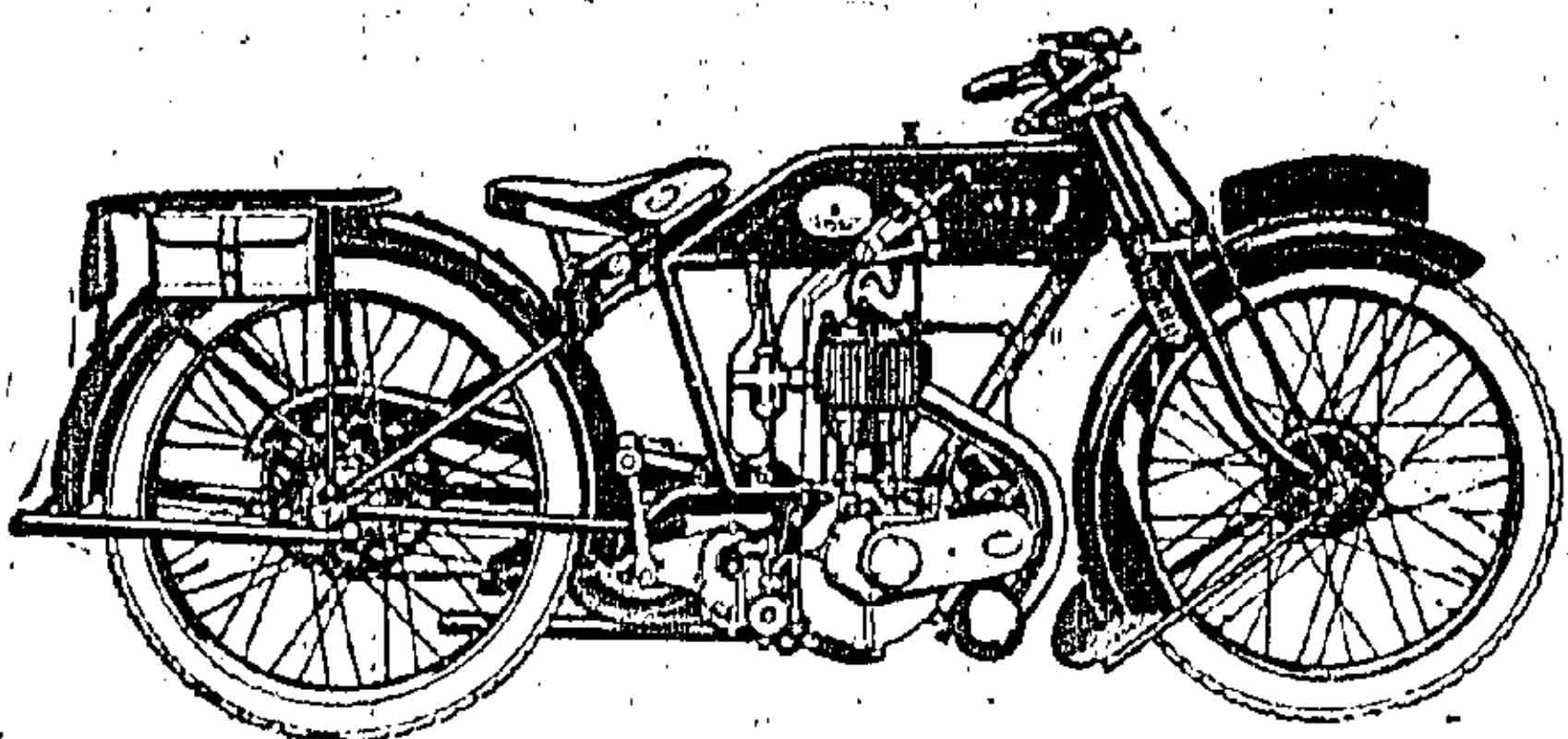
"Well, you can say I'm an aviation enthusiast. Oddly enough, I've never gone up yet. You see, I promised my wife not to go up until I had converted her to my own views on flying."

MIRACULOUS ESCAPE FOR AUTO RACER



When Elmer Etel, racing driver, crashed through the fence of the Tanforan race track, San Francisco, his car turned over three times, but he escaped serious injury. Note the stretch of fence Etel took with him.

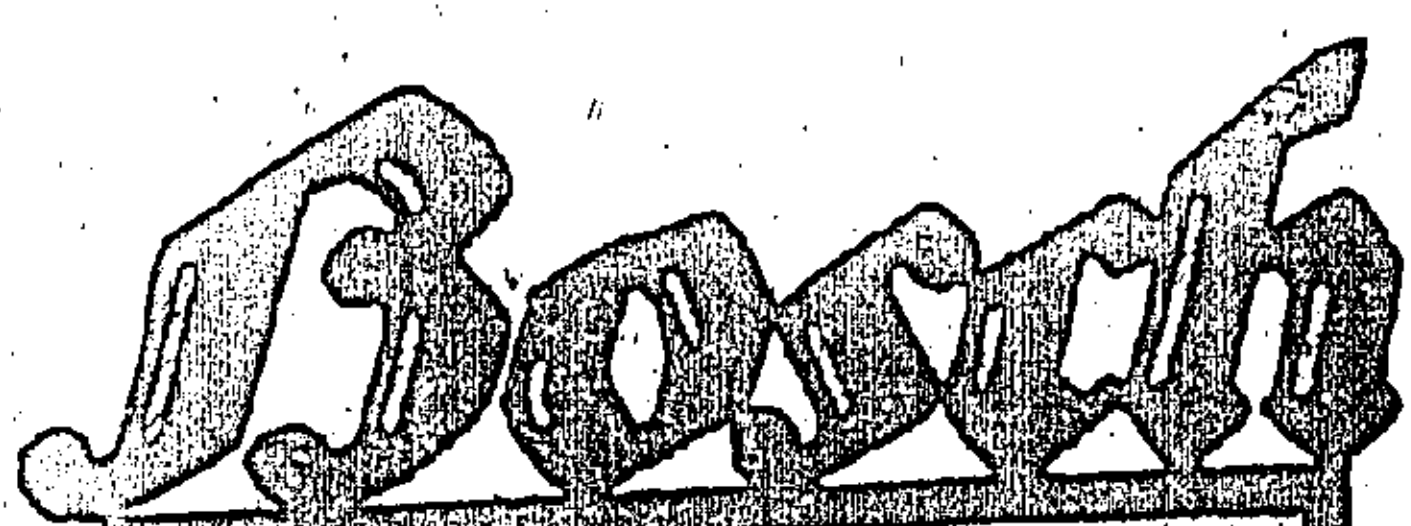
A. J. S. "G. 5". 2 1/2 H. P. 1926 MODEL.



Right from the Start you enjoy healthy, safe and easy travel for a fraction of a cent a mile.

Electric Model \$530.00

Alex. Ross & Co., (China), Ltd.
BANK OF CHINA BUILDING, HONGKONG.



BOSCH SPARK PLUGS:

Made in many different types and admirably adapted to the varying designs and operating conditions of motor cars and motor cycles:

r 1212 e 18 m. m. for cycles.....	\$1.00
r 1616 e 1 1/2" for Fords.....	\$1.00
r 1616 e 1 1/2" m. m. motor cars	\$1.00
r 2212 e 18 m. m. for motor cars \$1.00	
r 2218 e 18 m. m. for motor cars \$1.00	

BOSCH PRECISION SPANNER:

A tool required by every driver and mechanic. Jaws opened and adjusted with one hand. Lock nut fixes position of jaws. Positive stop prevents opening spanner too wide.

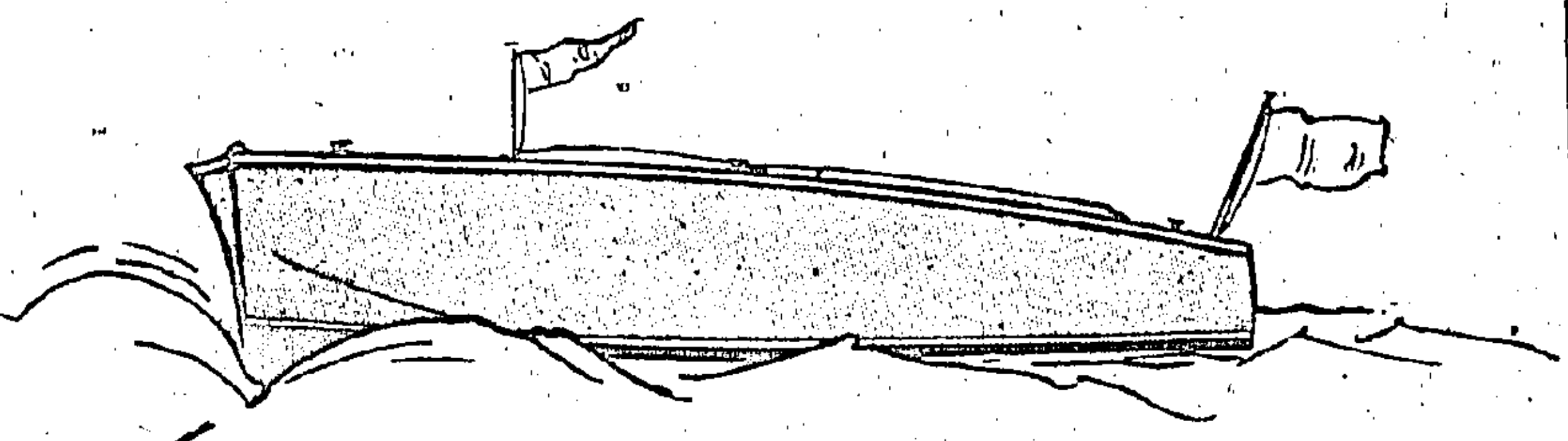
5-1/4" inch	\$2.10
Platinum Points (B) For Motor Cycles:	
Short	\$4.00
Long	\$4.00
Platinum Points (Z) For Motor Cars:	
Short	\$7.50
Long	\$7.50

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Pay close attention to the name of ROBERT BOSCH and this

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AILSAL CRAIG
FAST RUN ABOUT
BRITISH THROUGHOUT

Complete \$2750.00

{ DELIVERED HONGKONG.

DODWELL & CO., LTD.

Sole Agents.

THE PLAIN MAN AND HIS CAR.

(Continued from Page 1.)

Timing.

In an engine such as the petrol type of combustion engine employing a relatively complicated cycle of operations such as the "four-stroke" or Otto cycle the power which the engine will deliver at various speeds of the crankshaft depends to a very large extent on the setting of cams on the camshaft and the time at which the sparks are arranged to occur in the cylinders.

In the description of the four stroke of the pistons which are necessary for the carrying out of all the operations required to run the engine no reference was made to the possibility of arranging that the inlet valve, for instance, should not commence to open exactly as the pistons begins its downwards travel on the inlet stroke. Mention of this possibility was avoided for the sake of clearness, but it may be said now that an engine "timed" as regards opening and closing of valves exactly as then described would be notably lacking in liveliness. The same remark applies to the ignition timing then indicated, i.e. the occurrence of the spark in the cylinder just as the piston commences its downward travel on the explosion stroke.

In determining the timing of valves and ignition which will give the best results in a given engine the first point to be considered is that the mixture which has to be exploded is in gaseous form and will therefore be subject to the laws governing the flow of gases. The inertia of the column of gas in the inlet system causes the gas to "lag" behind the downward travelling piston on the inlet stroke and to continue to flow into the cylinder for a short time after the piston has come to the end of the stroke. Similarly the burnt gases are at a pressure which may be as high as 60 pounds to the square inch at the conclusion of the explosion stroke, and it is clearly of advantage to give them as much time as possible to escape from the cylinder. The pressure above the piston is not exerting a very great leverage on the crankshaft after the angle between the crank and connecting rod decrease many degrees from a right angle, i.e. after the piston has travelled about three quarters of its stroke, and it may be advisable to arrange for the exhaust valve to open at this point, allowing the heaviest part of the work of clearing the cylinder of burnt gases to be performed by the gases themselves before the piston commences to rise on the exhaust stroke. For purposes of comparison an engine timing in which the two valves open and close exactly on crankshaft dead centres and the sparks occur on top dead centres is termed an "absolute" timing. Timings actually found in practice are measured by the absolute timing. Thus an inlet valve timing described as "five degrees advance opening and fifteen degrees late closing" would be a timing in which the inlet valve opens when the piston has yet a distance equivalent to a five degrees movement of the crank to travel before reaching the top of

TRANSPORT CONGRESS.

FIFTY COUNTRIES REPRESENTED.

Invitations are being mailed this month to all countries of the globe inviting automobile men everywhere to attend the second World Motor Transport Congress which will be held in New York January 11-13, 1926, during the National Automobile Show.

Assurances of participation have already been received from 50 countries speaking 16 different languages.

The National Automobile Chamber of Commerce is the host on this occasion which is a continuation of the first Congress held at Detroit in May 1924.

The economics and utility of motor transport were the chief topics at the first conference. This time emphasis is to be placed on sales, advertising, and service methods.

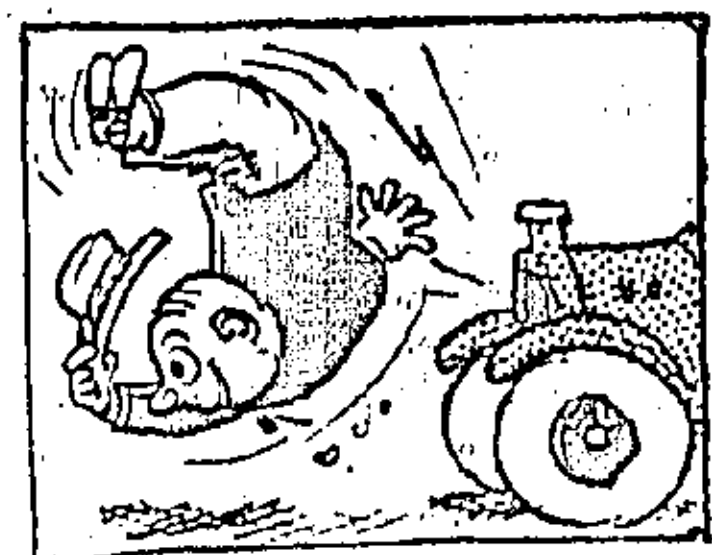
During the first five months of this year there were 228,537 American cars and trucks shipped to 101 countries and colonies of the globe, a record far exceeding any previous mark in the export business. It is felt that most parts of the world have passed the preliminary stages in motor transportation and are ready to study up-to-date selling methods.

The Congress is to be conducted on the basis of exchange of experiences. The American manufacturers hope to learn a great deal from visitors from abroad and in return they will provide complete exhibits of the way in which motor transportation is merchandised in this country.

The meeting is to be an open one to dealers, manufacturers, engineers and others in foreign countries who are interested in the American automobile industry. Special invitations are being sent to delegates who attended in 1924.

AUTO OUT OF LUCK.

Holborn, Eng., Sept. 14.—An automobile struck a pedestrian



here recently. Instead of being crippled the pedestrian utilised the force of the blow to turn a somersault and escape without injury. He was an acrobat.

the exhaust stroke. The valve closes when the piston has passed bottom dead centre on the inlet stroke and has travelled a distance equivalent to a fifteen degrees movement of the crank on the compression stroke.

The spark takes an appreciable time completely to ignite the mixture, and as complete combustion is required immediately the piston has passed the top dead centre between compression and explosion strokes it is necessary to arrange for the spark to occur while the piston is still rising on the compression stroke. Over and above this "ignition advance" depending upon the setting of the magneto drive there is the further advance permitted by the ignition timing control lever already referred to. Use of this control will be dealt with later.

It is impossible to generalize about timing variations in articles of this nature, as different engines employ very different timing settings, but a timing that might be found quite suitable for an engine designed to give good "pulling" on top gear and yet be capable of fairly high revolutions on lower ratios is as follows:—

Inlet opens 5 degrees late
Inlet closes 30 degrees late
Exhaust opens 45 degrees early
Exhaust closes 5 degrees late
Ignition, when control lever in fully advanced position, 25 degrees advance.

Makers of an engine always supply full particulars of the timing in use on the engine and instructions for resetting camshaft or magneto drives should these be disturbed. The system of measuring timing advances by angular movement of the cranks is more accurate and more convenient than alternative systems.

As the timing of one cylinder correctly ensures automatically correct timing of the remainder it is easy for makers to mark the "setting points" for a given cylinder on the face of the engine flywheel.

BRITAIN LEADS IN CAR VALUE

The New MORRIS Programme

REDUCED PRICES

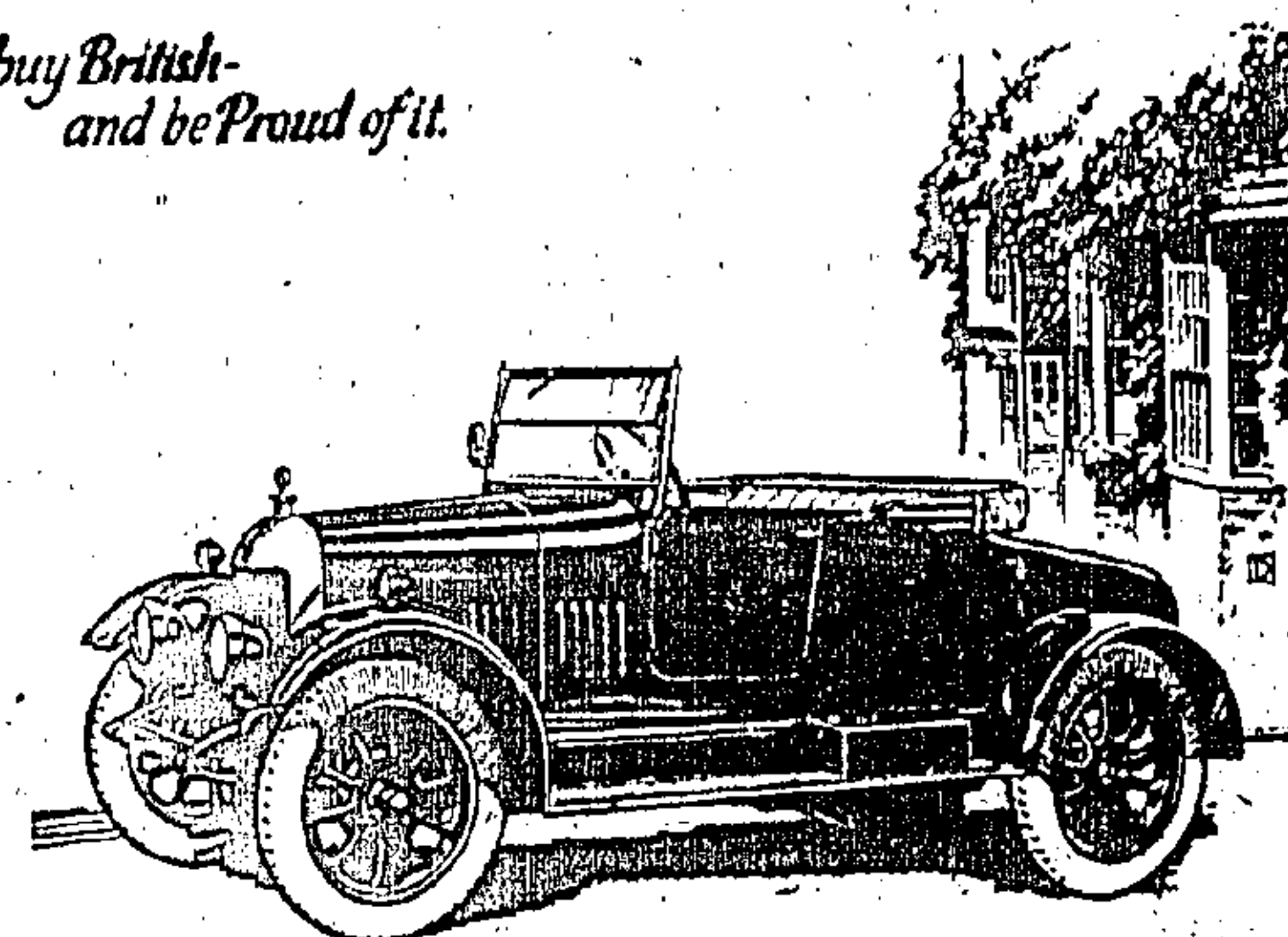
BETTER CARS

FOR the season commencing September 1st, 1925, MORRIS MOTORS, LTD., who make more and better cars than any other British manufacturer, announce the following important improvements in their cars:—

1. The provision of four-wheel brakes on 11.9 h.p. Morris-Cowley models.
2. The fitting of reinforced balloon tyres on all models.
3. The provision of dipping headlamps on Morris-Oxford cars.
4. Thermostatic control of engine cooling on Morris-Oxford models.
5. Important detail improvements, especially in the coachwork of all models.

Additional to these items none of the features that have made Morris Cars so overwhelmingly superior during the past twelve months has been omitted. Instead, still better cars are being offered at still lower prices.

buy British and be Proud of it.



The new Morris-Cowley Two-seater. "Finest motoring value in the world." Complete with four-wheel brakes, Lucas 12-out lighting and starting equipment, balloon tyres, Gabriel Rebound Shockers, spring gaiters and full equipment, has no competitor in its class at the price at which it is now offered.

Call and see these models either at our showrooms or the showrooms of our Authorised Sub-Dealers mentioned below.

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Show Room—Phone C. 4759

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The fittest survive!

The fittest survive! Neither men nor machines, if they are unfit, can long withstand the crushing strain of an exacting existence.

Buick Valve-in-Head motor cars are built on principles that were established when the motor car industry started, and that these cars survived without change in their fundamentals is convincing proof that they are constructed on basic principles that are correct. In the making of Buicks there has been no yearly shifting from one set of engineering and manufacturing principles to an entirely different set. The Buick Valve-in Head principle was right in the beginning, and it has been right ever since. Each passing year finds this great principle more firmly and securely established in the estimation of the motoring public.

The Valve-in-Head principle is the great reason for the survival of Buick motor cars. If this principle had not been correct, Buick, too, would have found it necessary to jump from one kind of engine to another in a ceaseless effort to find something that would stand the grilling work a motor car is called upon to do.

The Buick has survived every test that more than a million and a quarter users could devise in the most exacting conditions of worldwide service. There could be no better proof that Buick is the fittest among motor cars.

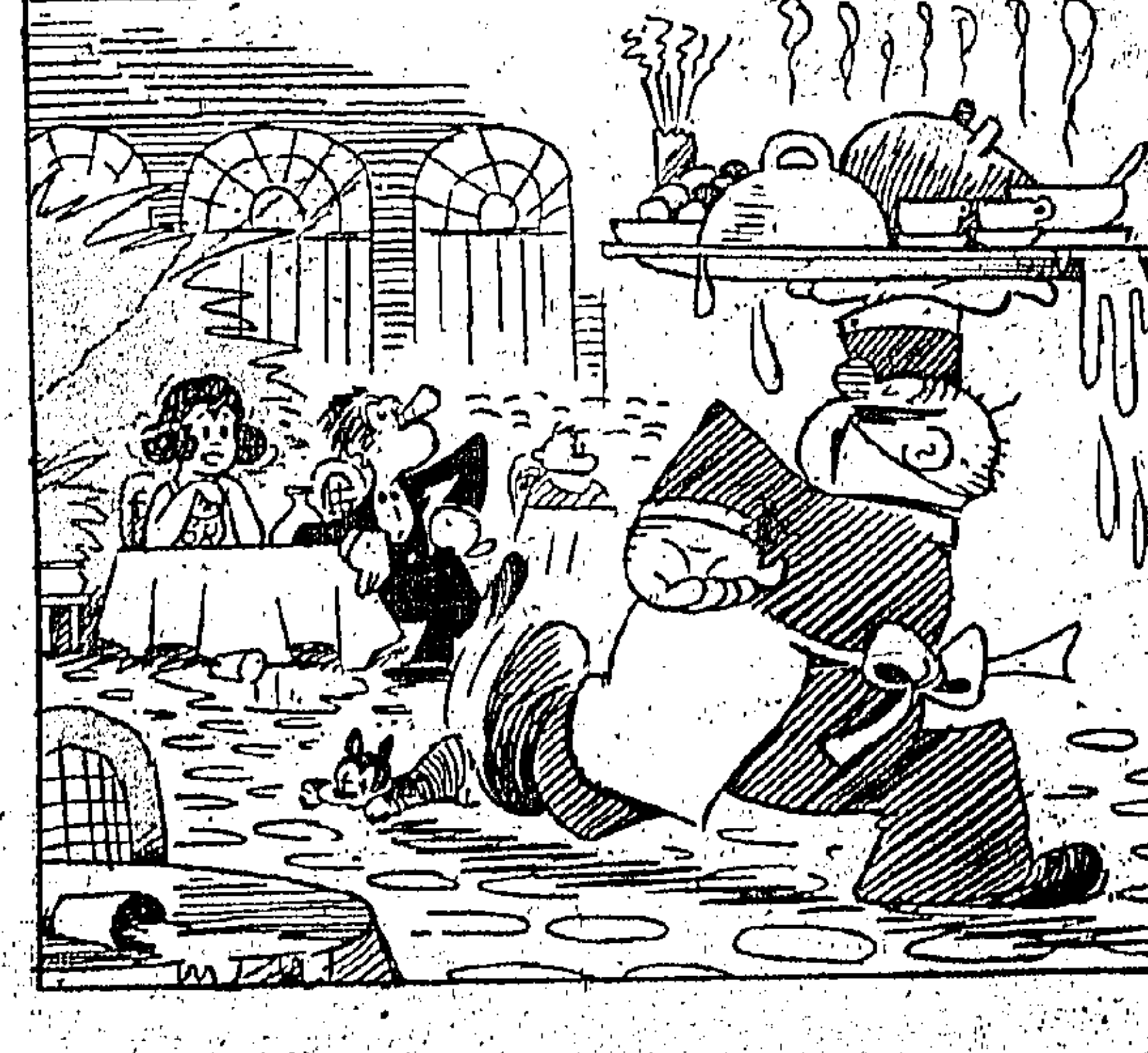
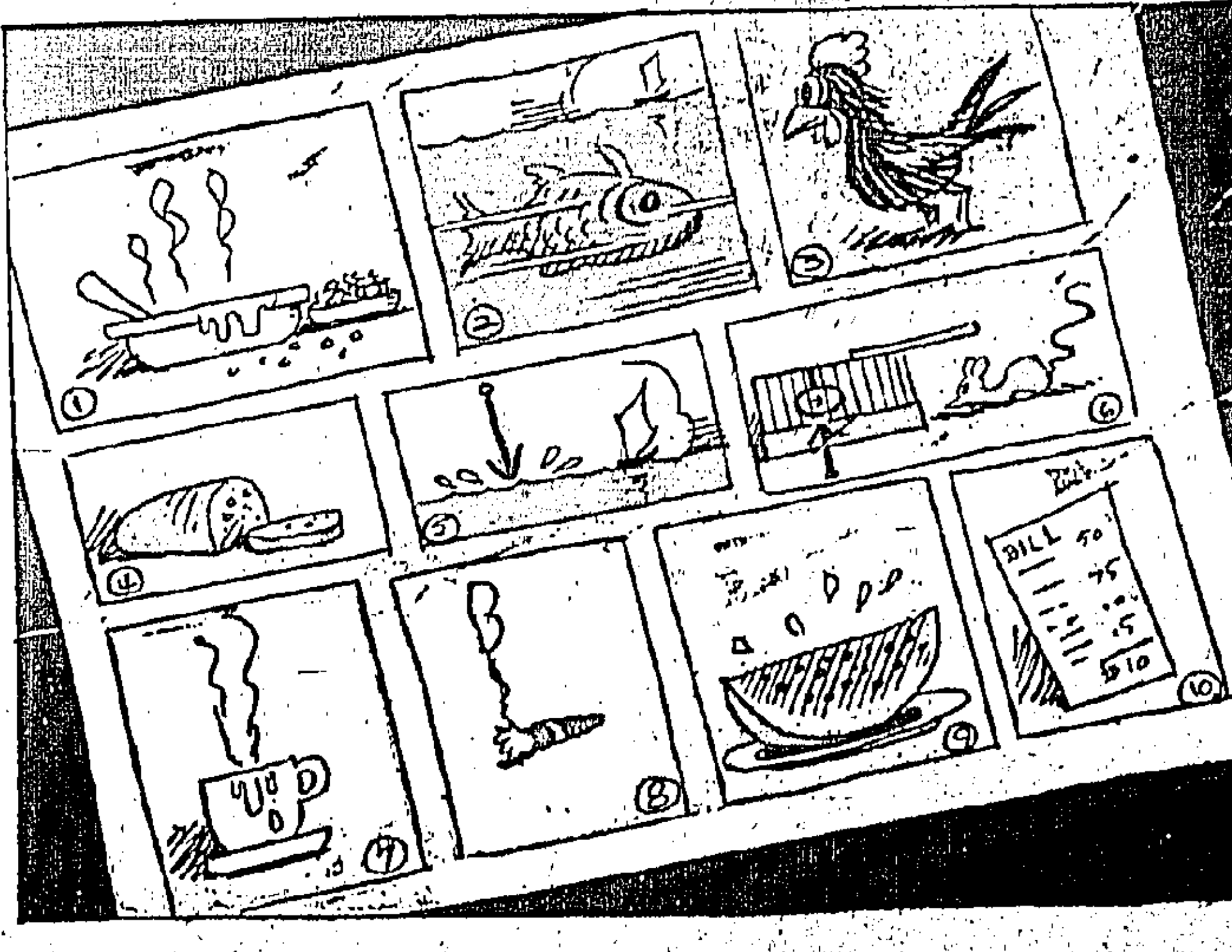
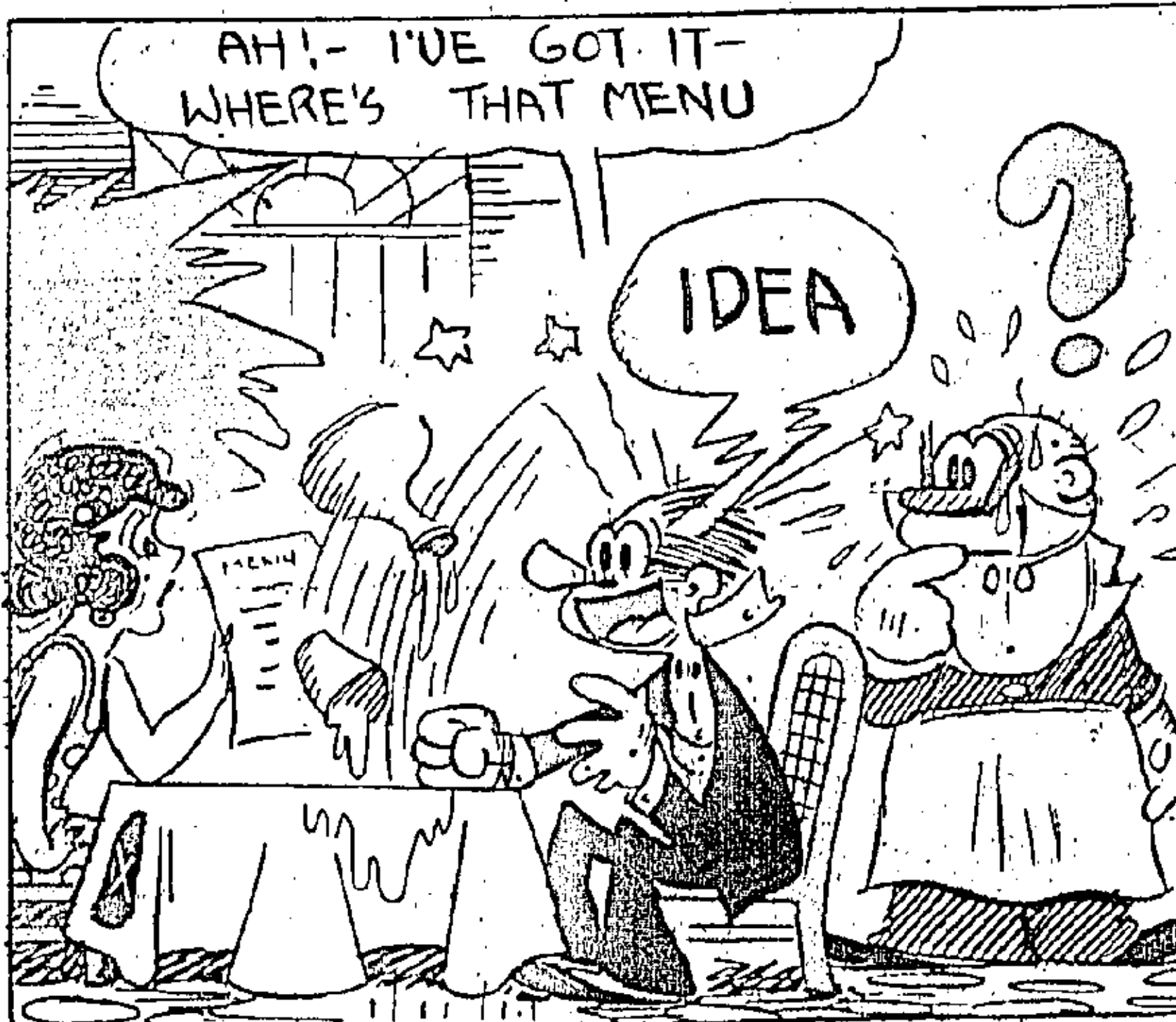
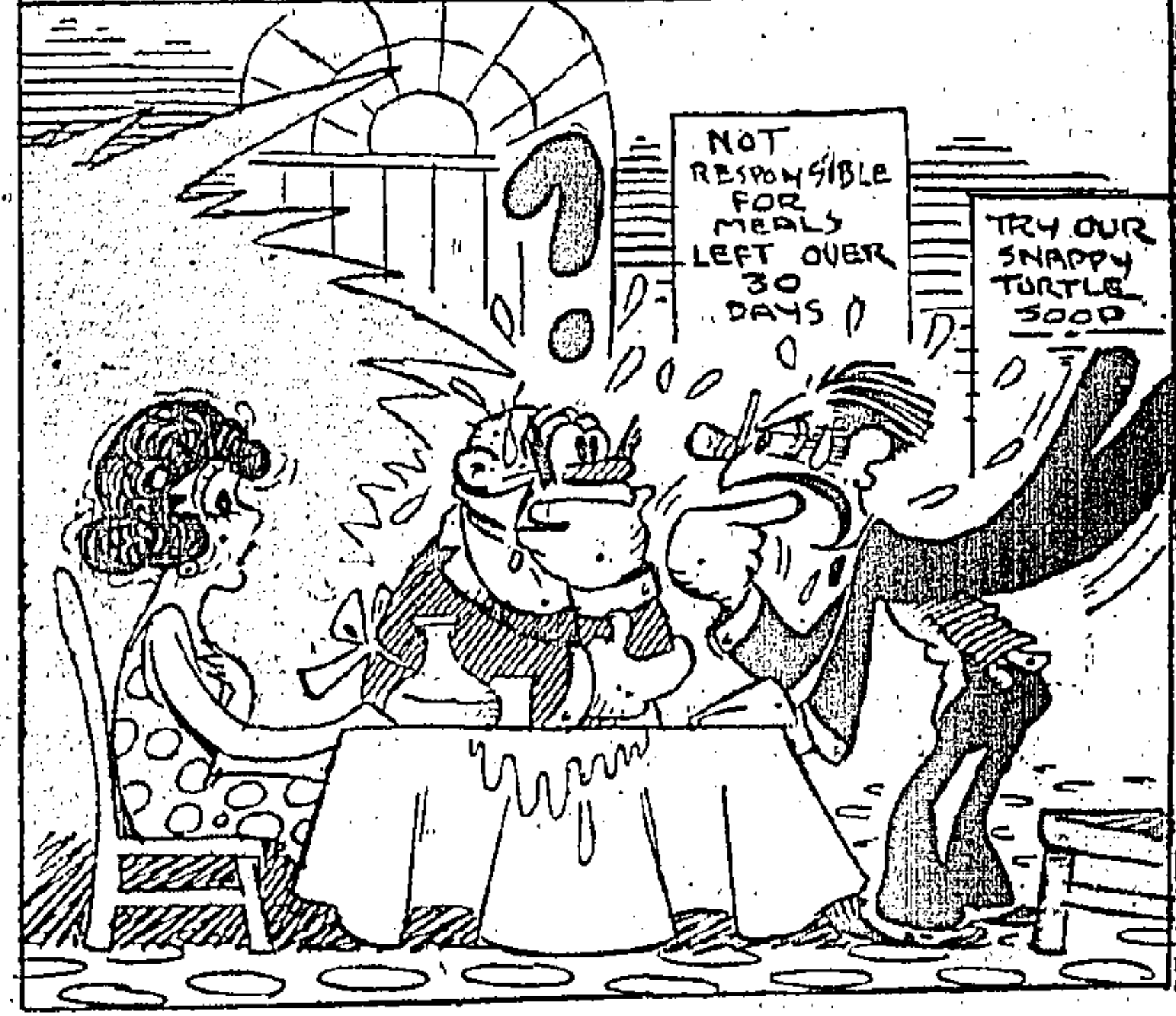
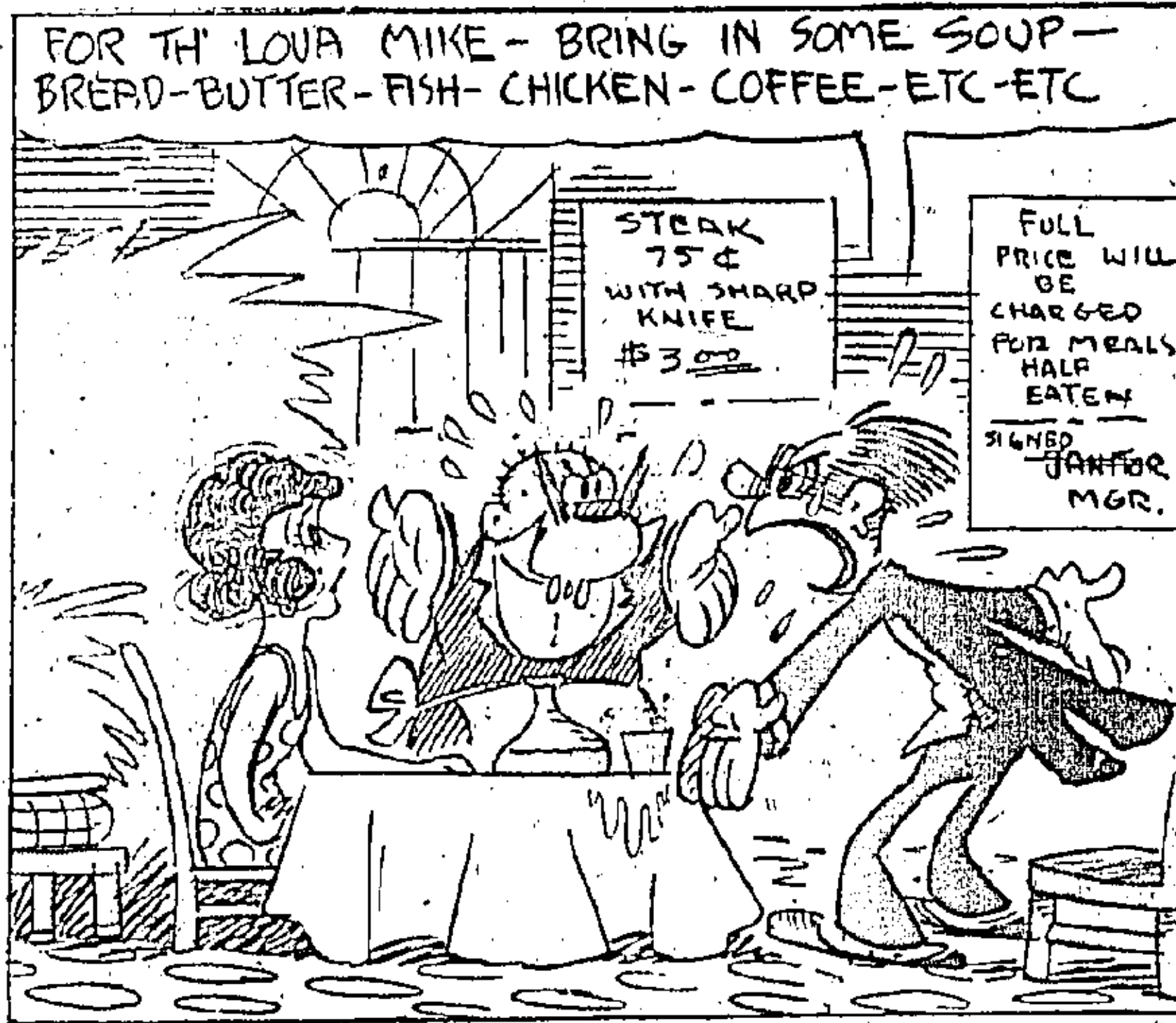
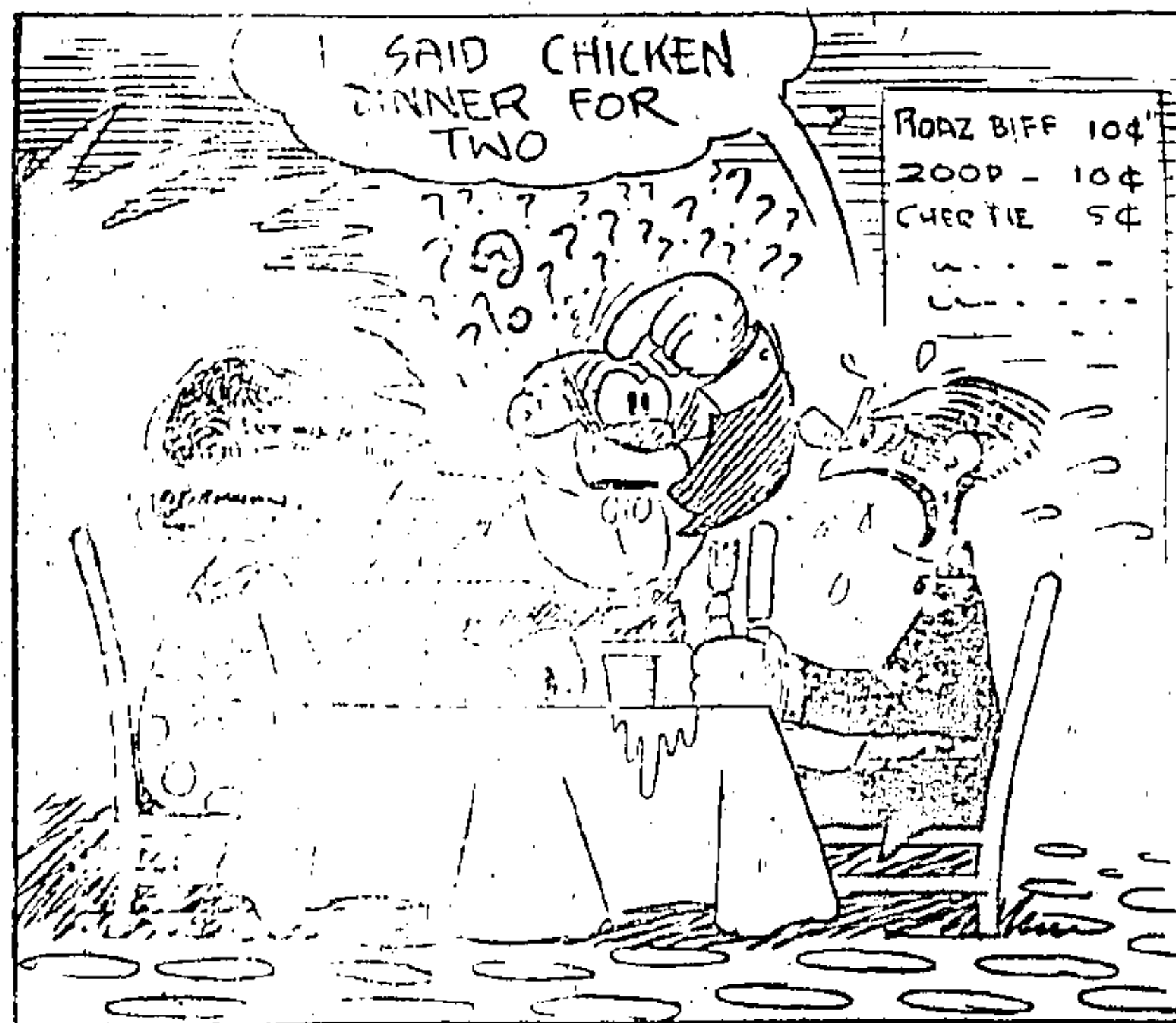
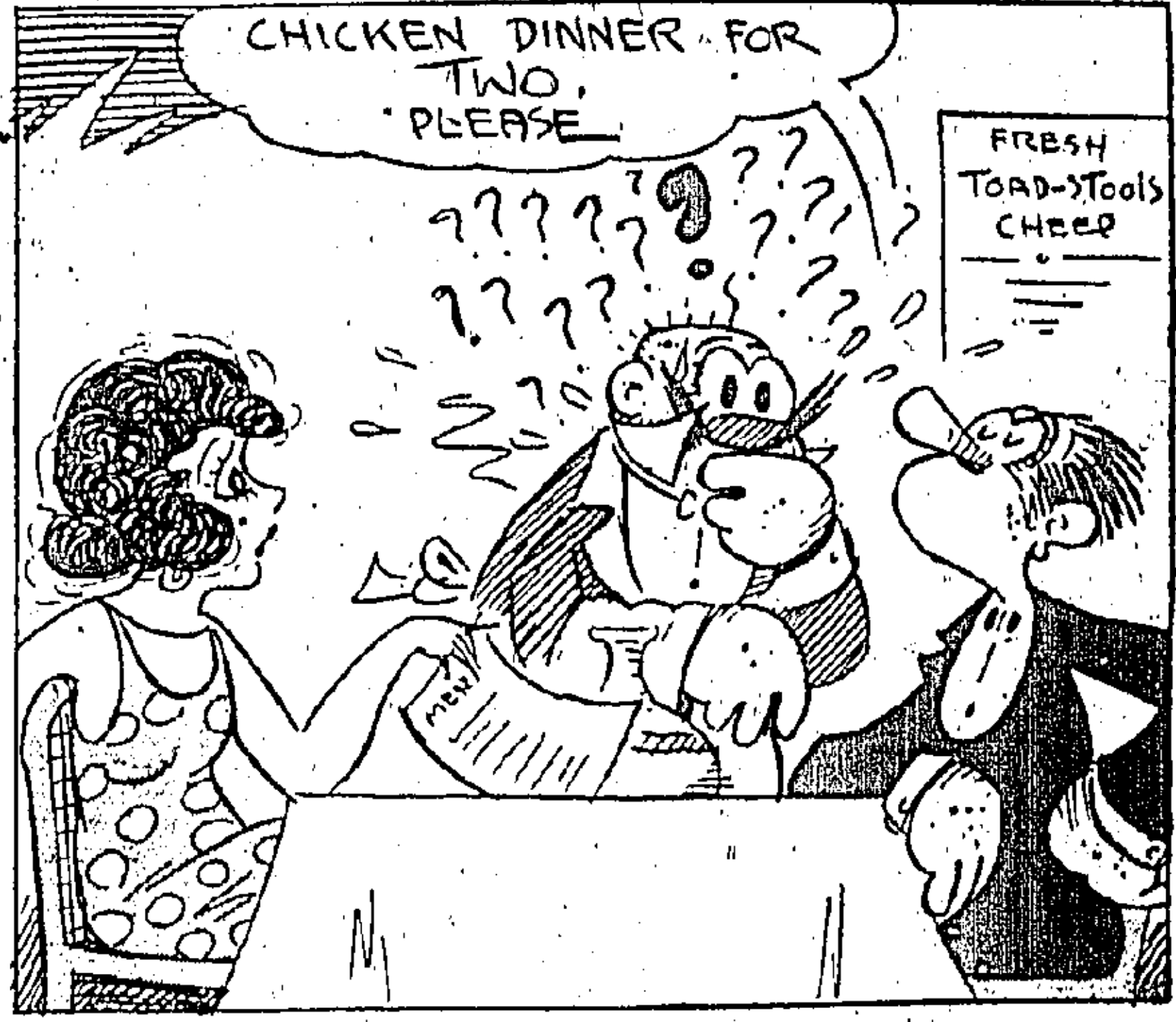
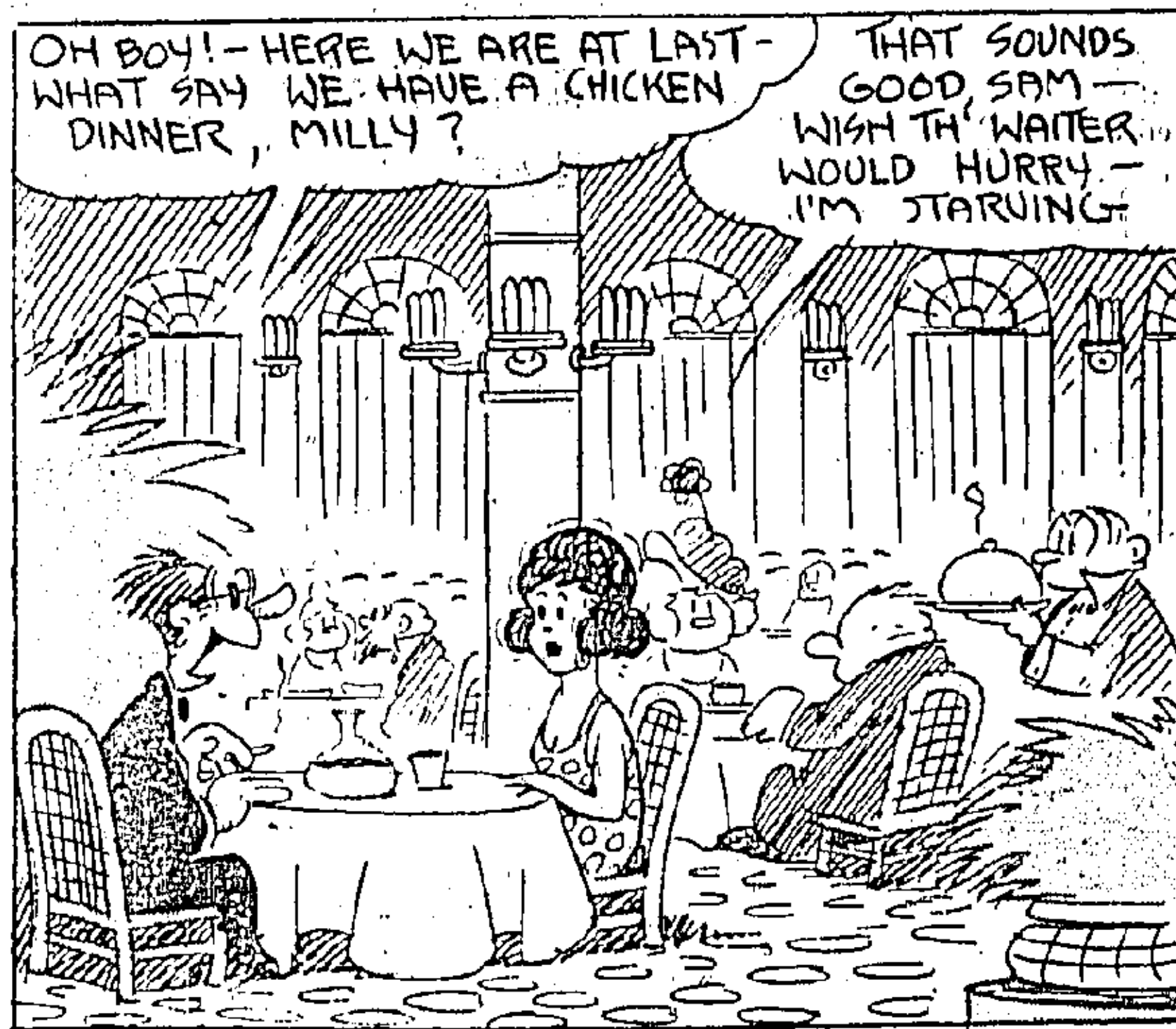
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WHITEAWAY'S FOR STANDARD VALUES

SELF-DECEPTION.

By the Rev. G. E. Arrowsmith, M. A.

Galatians 6, 7-8.—"Be not deceived . . . whatsoever a man soweth, that shall he also reap." Self-deception is so fatally easy. It is such a simple matter to delude ourselves, as we go through life, into thinking that we are not sowing at all.

"Why," you say, "you evidently don't know me. I am a most reserved sort of person. I don't believe in meddling in other people's affairs. I keep myself strictly to myself." Indeed! But what saith the Scriptures? "No man liveth unto himself." You may think you are sowing no seed, but you are, in other lives, as well as in your own. The man who drifts through life in amiable, aimless inactivity may imagine that he is sowing no bad seed, but he is, for he is thoroughly selfish at heart, and selfishness is SIN, and so he is sowing to the flesh as surely as the most abandoned debauchee that ever lived. "Be not deceived!"

But there is another and a more subtle form of self-deception. Many a man deceives himself into thinking that he is sowing to the spirit when all the time it is a fleshly crop he is cultivating. There is no doubt as to the kind of seed the drunkard, the blasphemous, the liar, is planting, he knows himself, and it is apparent to others. But the NOMINAL Christian may hide his sin under a thin veneer of religious respectability and deceive even himself as to the carnal crop he is rearing. Look at the Pharisee in the temple; note his fat, sleek complacency; hear his self-satisfied monologue with the Deity. "I thank Thee that I am not as other men: I fast twice a week; I give tithes of all that I possess." Poor, self-deluded fool! Was his prayer accepted? No, it was the sin-convicted publican who went home justified.

There is one form of self-deception that is most insidious and deadly in its effects. "When I

have a convenient season I will send for thee," said Felix to Paul; and that is the unspoken thought of many a modern Felix. . . . "Later on, when more convenient, I will plant the good seed, but let me have my fling now. I am young, a few wild oats won't matter!" Later on? Yes, but that "later on" is very elastic, it stretches further and further away into the distance. "To-morrow never comes," says the proverb, and it is slow in coming to the man who postpones his soul's salvation. "Time enough when I come to die to think about heavenly things," says a man. How dare he utter such words? What insolence to bid the Great God await his time and his convenience! Nay, "be not deceived, God is not mocked," as we grow so shall we most assuredly reap.

A death-bed repentance is possible, I know, even at the eleventh hour Christ received and pardoned a penitent thief—and I thank God for that. But my experience is this, repentance that is delayed till the shadow of death is darkening the threshold is seldom sincere, for a lifetime of sin is not easily thrown off at a moment's notice.

There is awful truth in the words of an old writer who said, "Heaven is not to be won by short, hard work at the last, as some of us take a degree at the university after much irregularity and negligence. I have known many old play-fellows of the devil spring up suddenly from their death-beds, and strike at him treacherously, while he, without returning the blow, only laughed and made grimaces in the corner of the room." Quaint words, but, oh, so solemnly true!

"I have seen death-beds not a few," wrote the late Dean Farrer, "and I know that he who thinks that he can make sure of death-bed repentance . . . is hanging the whole of his weight on the thread of a gossamer over a deep and dark abyss!"

"Be not deceived!"

SEAMEN'S STRIKE.

DIVIDED OPINIONS IN AUSTRALIA.

Melbourne, Nov. 6. The seamen's executives are meeting at Melbourne and Sydney to-day. There are indications that the strike will be called off. At present there are twenty-two ships idle in Australia, which is the lowest total in the past three months. The strike is estimated to have cost fifteen hundred thousand pounds sterling up to now.—*Reuter.*

Sydney, Nov. 6. A meeting of striking seamen has adopted rules for the new federated Seamen's Union of Britain and Ireland, and elected the strike leader Mr. Walsh as president.—*Reuter.*

Melbourne, Nov. 6. The British striking seamen here have resolved to continue the strike, although the trades hall unions previously told them they need not expect further help.—*Reuter.*

COMMUNISTS ARRESTED.

DOCUMENTS IN SEVERAL TONGUES.

Brussels, Nov. 6. A man alleged to be a British Communist and a woman companion have been arrested and imprisoned. A quantity of documents written in German, Russian, Chinese and Hindustani have been discovered.—*Reuter.*

EUROPE'S ECONOMIC PROBLEMS.

GERMANY'S WILLING CO-OPERATION.

Paris, Nov. 6. The application of the Locarno spirit to the economic relations and industrial Germany's intention to co-operate in the economic restoration of Europe was exemplified by the presence for the first time of a German delegation, headed by the banker Von Mendelssohn, at the half-yearly meeting of the International Chamber of Commerce.

Mr. Walter Leaf, the President, in welcoming the German delegates, said that they joined the Chamber with the assurance that they intended to participate its discussions in the spirit of loyal co-operation.

Von Mendelssohn, in his reply, emphasised Germany's desire to co-operate in working out great economic problems, especially those relating to interdependence, German reparation payments, international conditions of exchange and Germany's future capacity.—*Reuter.*

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Canadian Chicken Halibut

60 cts. per lb.

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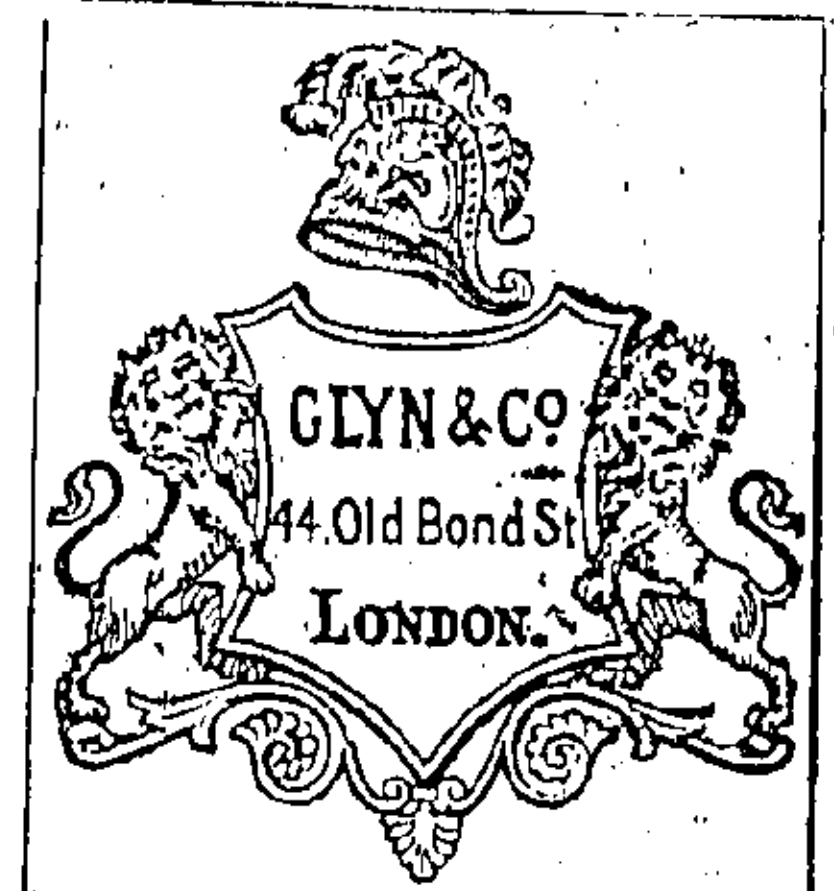
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He.—Where are you going?

She.—Why! To Albert, of course, where we are sure to get the finest French Pastry and the best cooking.

He.—That is so! His French Cakes at \$1.00 per dozen, his Madorie Cakes, his Big Cakes, his Ice-Creams (combined with excellent cuisine) are made exclusively with the butter, milk and cream of the Dairy Farm Co., Ltd.

She.—Quite so! . . . and he also has a new menu comprising fifty new dishes which you can enjoy any time from 10.30 a.m. to Midnight.

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SUPERIOR NATURAL DRY SHERRY

The Sherry For Connoisseurs

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to his family more than in prosperous times.

A WHOLE LIFE POLICY

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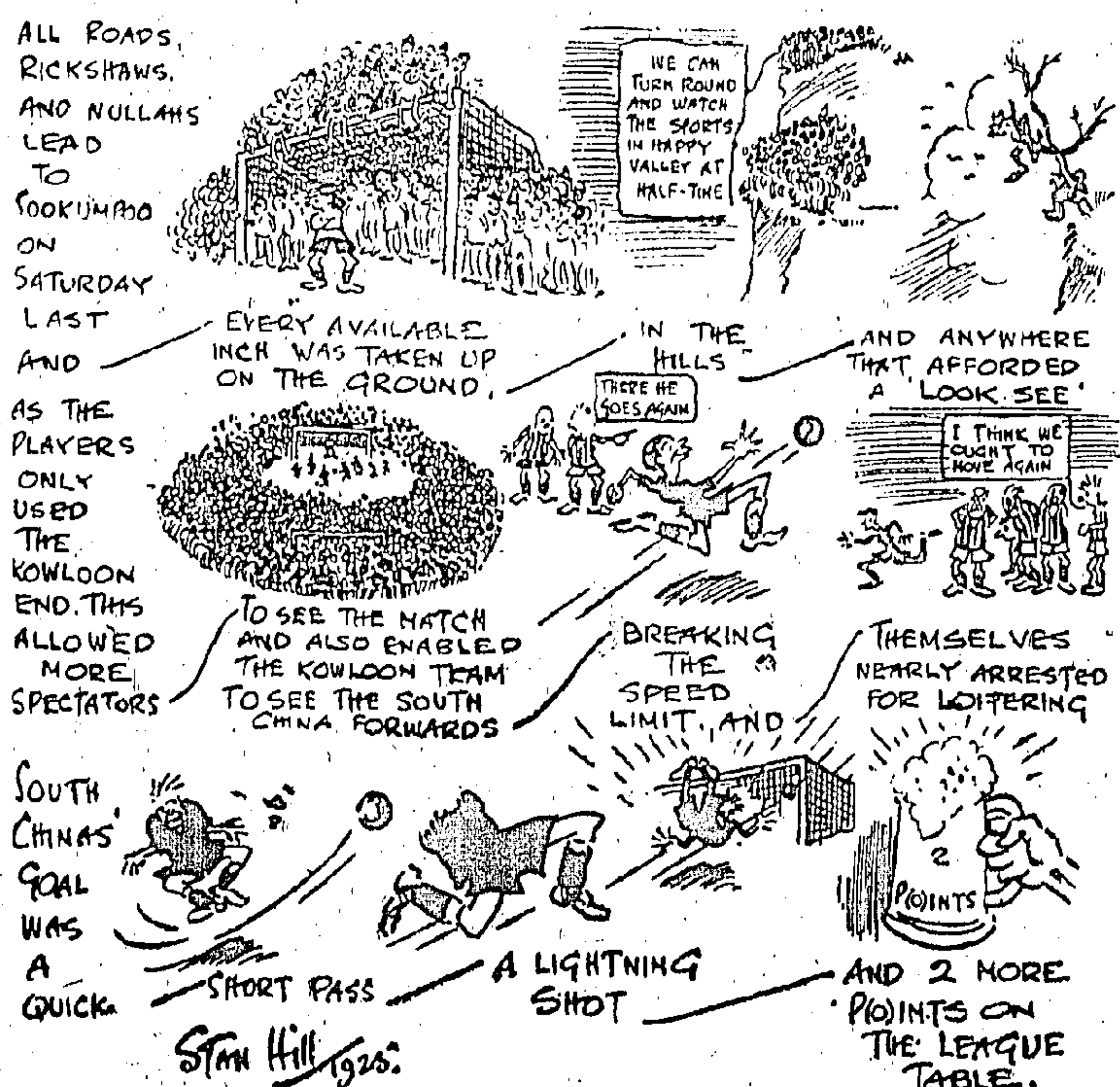
CHINA UNDERWRITERS, LTD.

will give this needed protection.

Full particulars of this policy can be obtained from the Life Assurance Department of the Company at their offices St. George's Building. Phone C. 1122.

OUR FOOTBALL CARTOON.

(By Stan. Hill)



WHEN SOUTH CHINA MET KOWLOON.

IT ISN'T ALWAYS
THE BLADEWHICH IS RESPONSIBLE
FOR THAT MISERABLE
SHAVE NOR IS IT AL-
WAYS THE FAULT OF
THE SOAP.

HOT WATER

IS REALLY NEEDED AND
THE BEST METHOD OF
PROCURING THAT IS TO
USE A

GAS WATER HEATER

HONGKONG AND CHINA GAS CO., LTD.

In connection with the dancing display by Miss Violet Copell's pupils at the Theatre Royal, we are asked to state that parents or friends wishing to present bouquets or gifts should kindly do so, at the matinee on the 11th instant, and not at the night performance.

The claim for 18 days' wages made by a cook against Mr. C. F. Servadio was, before Mr. E. W. Hamilton, at the Kowloon Magistracy this morning, dismissed. His Worship, after hearing the evidence of the amah, found the case not proved.

THE NAVY'S CHOICE

Coates'
ORIGINAL

PLYMOUTH GIN

OBTAINABLE.

EVERYWHERE.

AN EMERGENCY OFFER

In view of the present depression, we offer the whole of our stock at a special discount of 10% for cash. During the ensuing weeks this space will contain announcements of interest to those who wish to dress well, and, backing up the fine quality of our goods is the assurance of courtesy and service second to none.

Mackintosh & Co., Ltd.

MEN'S WEAR SPECIALISTS.

ALEXANDRA BUILDINGS DES VOEUX ROAD.

G. FALCONER & Co. (HONGKONG), Ltd.

UNION BUILDING (OPPOSITE G.P.O.)

WATCH AND CHRONOMETER MAKERS, JEWELLERS
DIAMOND MERCHANTS.

A fine selection of English Jewellery, Sterling Silver
Ware, Watches and Clocks always on hand.

Agents for:—

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We invite the Public to call and inspect our
varied stock, and compare prices.

Over half a century's reputation throughout the
East as the House of Quality.

Established ... 1855.

High Class

Catering

of all kinds

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Garden Parties and Fetes,
Private Dinners, Picnics.

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Men's Outfitting Department.

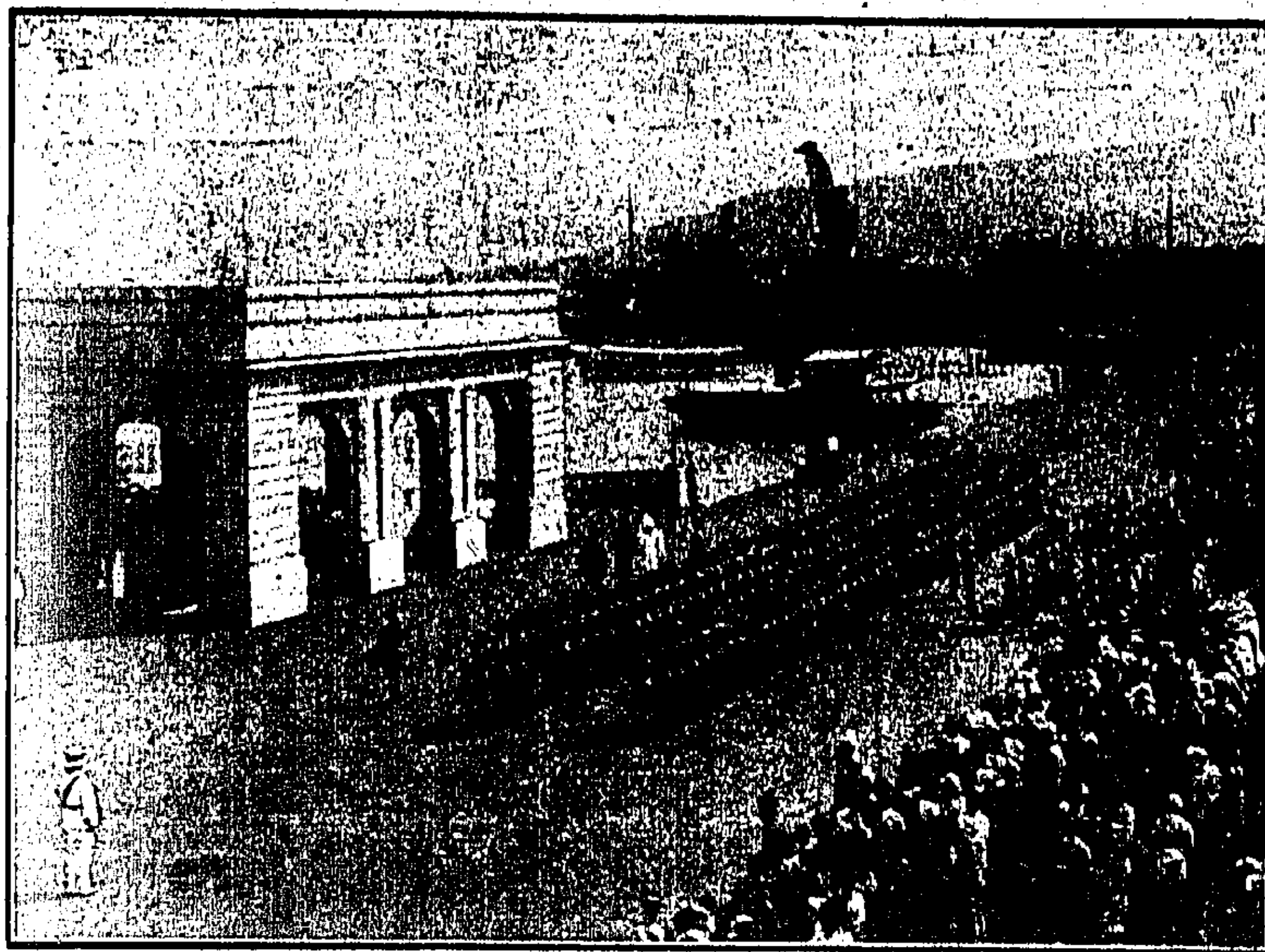


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PLAIN COLOURS
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WITH COLLARS
TO MATCH.

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\$6.00 to \$8.50

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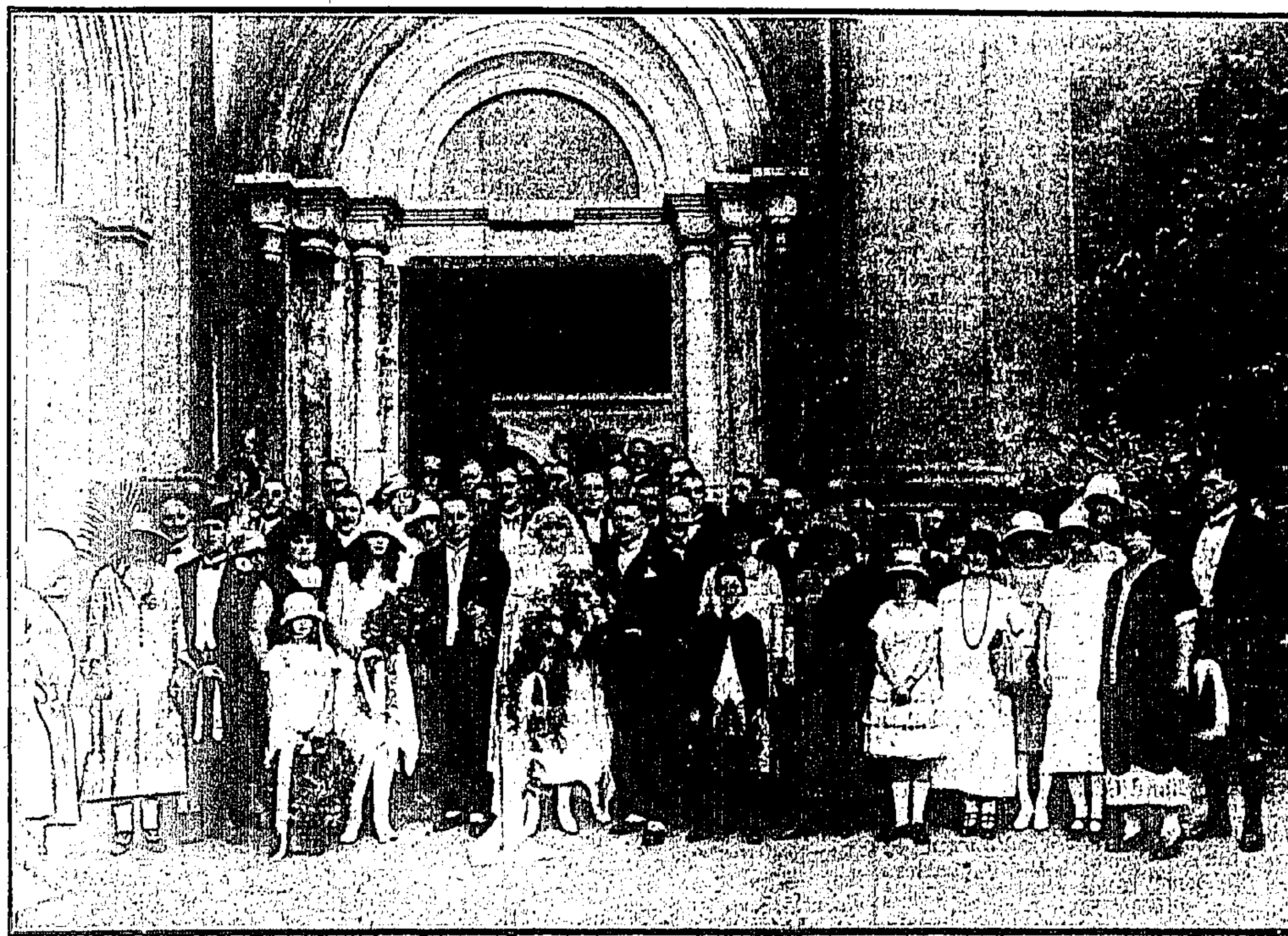
WHITEAWAY, LAIDLAW & CO., LTD.
HONGKONG.



H. E. Sir Edward Stubbs, inspecting the Guard of Honour from the Surrey Regiment, on the occasion of his departure from the Colony on Saturday last. (Photo: Ming Yuen.)



The above pictures show A.S. Forsyth (No. 6 Platoon, Kowloon) negotiating the high jump at the Scottish Company Volunteer sports on Saturday, which event he won. (Photos by Moe Cheung and Ming Yuen).



Group of bridal party and guests assembled outside the Union Church, on the occasion of the wedding of Senior Revenue Officer George Watt and Miss Margaret Pirie. (Photo: Ming Yuen).



Bridal party at the wedding of Senior Revenue Officer Watt and Miss Pirie. (Photo: Ming Yuen.)



Lady Ho Tung, who has been invested with the Order of Lady of Grace of the Grand Prior of the Order of St. John of Jerusalem.

Brighten your Home!



THE LIGHT OF HOME

When the day is done and the quiet evening hour of rest or recreation is come, let the soft, restful light of Philips Argenta Lamps be the light of the home.

They create a cheerful atmosphere of home comfort, whilst their soft light is ideal for reading. Argenta Lamps will make your living room the cosy corner of your home.

Remember:
Philips' Argenta with its smooth, white light.
Gives you many happy hours at night.

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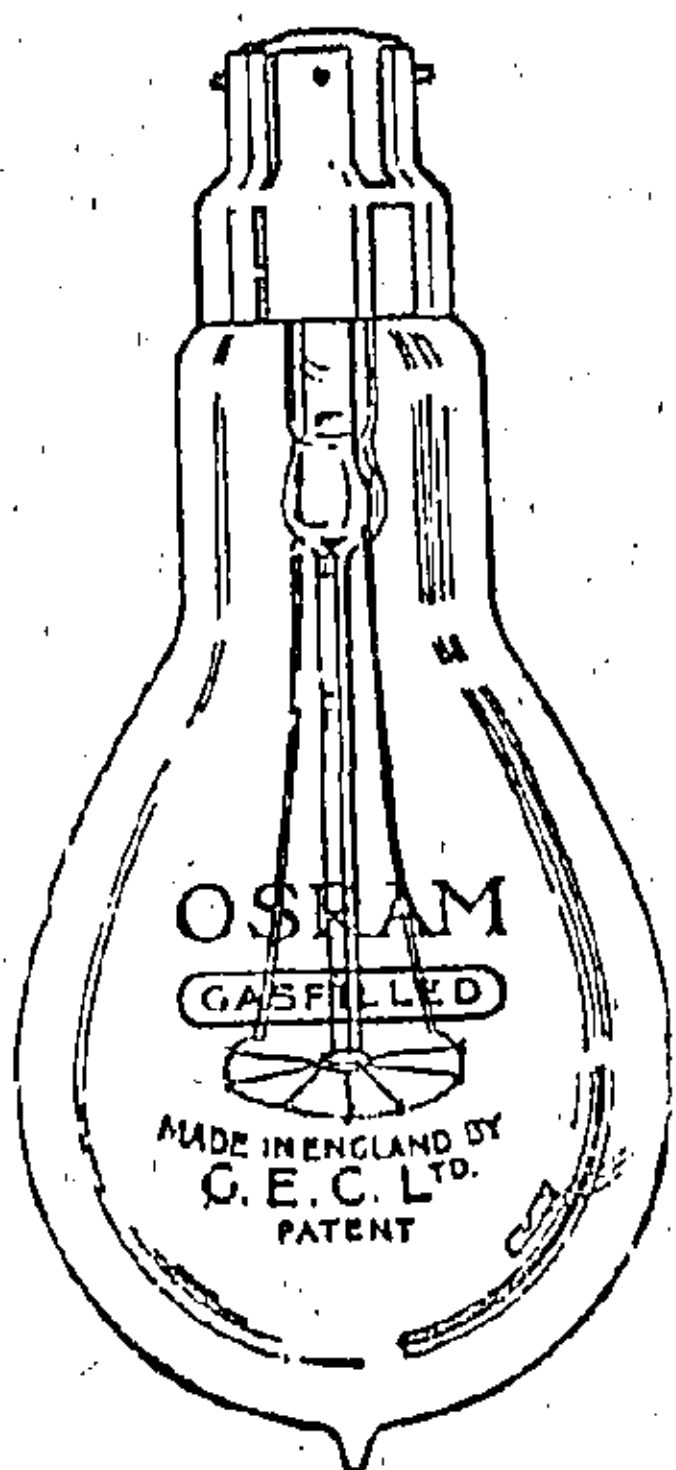
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SINCERE'S, SUN CO., WING ON, & ALL ELECTRICAL CONTRACTORS.

HOPE OF THE WORLD.

ENGLAND'S PART AS A
PEACEMAKER.

Mr. Harold Boggie obtained an interview with General Sir Ian Hamilton recently during a Continental tour, and the substance of it is published as follows in the *Observer*:

Sir Ian had remarked that France had become the greatest military power in the world. "Can she support so great a burden with a population which is more or less stationary?" asked the interviewer.

"Her difficulty lies in this, he made answer, that she is endeavouring to maintain an overseas empire with a conscript army. I imagine that such an ambition cannot be realised. Foreign service on the British scale will never run in double harness with conscription. If a nation possesses a colonial empire it must maintain a considerable army of its own citizens enlisted for overseas service. The present Colonial Army is insufficient. The French mother accepts the conscription of her son for home defence, but nothing will persuade her to let him go abroad to fight a territory in Africa. What is Africa to her, or she to Africa? The question, then, is, Can France hold her far-flung possessions by means of native troops? Her officers are devoted, and many of them brilliant soldiers, but without a stiffening of, say, one-third of Poilus, how can they get Malagassis and Cochinchinese to stand up to fighting Arabs? The Senegalese and Foreign Legion are good troops, but they are not Frenchmen. No; conscription is not favourable to empire. By the way, perhaps you do not know that Germany had to pay her volunteers for foreign service twice as much as the British soldier, not including cost of furlough transport to Europe."

ENGLAND THE PIVOT.

"But the other matter comes sharper home to me—the position of France in Europe."

"Ah, that's serious enough. In few years' time Germany will have a population of a hundred million."

"And she may also be directing the fortunes of Russia."

"What is to become of us all?—not only France, but all of us? Is there no escape from another Armageddon?"

"At this very moment," he replied, "the fate of Europe is being weighed in the balance. Either we must make a bold and heroic effort in the direction of real European peace, soon, very soon, or we shall drift into a state of international relationships which will make another war inevitable. Everything in this perilous situation turns upon England. It is we who are deciding destiny. The future of Europe, I am convinced, hangs upon the possibility of our statesmen making England the peacemaker of the world. If England can carry France with her in recognising Germany as a neighbour whose intelligence, discipline, patriotism, and power are, and must continue to be an essential part of European civilisation, then we may hope for peace. But if not, then nobody else will do it, and in that case I see nothing before us but another clash, and a succession of clashes, till Europe is a cinderheap."

IS WAR INEVITABLE.

"But isn't that, in any case, inevitable? Won't the pressure of population force war upon Europe, whatever turn our statesmanship may take?"

"I don't think so. There are many people in Germany who do not want another war. Think of their dead. Think of the mothers who lost their sons. Think also of their shattered wealth and ruined power. Our mistake has been in not distinguishing between these sensible people and the fire-eaters. If we had made that distinction, and had treated these peaceful Germans as white men, the mind of Germany would now be in a far less dangerous state."

"Because of the psychology of the German, I regard it as a matter of extreme urgency that we should no longer lump good and bad Germans together, and treat the whole nation as a pariah dog. There is a changing consciousness in Germany. The bitterness of defeat, the desolation of their former prosperity, and the indignation which the educated classes not unnaturally feel at treatment they have received from the Allies ever since their Revolution and the Armistice—these feelings are now merging into a consciousness of their strength and power. The peril lies in this, that Germany's con-

AIR SICKNESS.

BETTER VENTILATION
PROVIDED.

Fear of air sickness keeps a great many from regularly patronizing the European airship lines, according to a paper by Dr. C. B. Heald to the Royal Aeronautical Society. In the closed passenger cabin of the airship the cubic space per passenger is very limited, and sufficient ventilation to keep the air in good condition creates unpleasant draughts and cooling. The close atmosphere creates a tendency to air sickness, especially at meal times. The problems of ventilating, heating and steadiness in rough weather have been given much attention, and in the new three-motored machine supplied to a Belgian company, four outside rigid funnels lead the cold fresh air into a tube on either side of the top of the cabin. The entering flow is easily regulated. The warm vitiated air is withdrawn through suitable openings in the cabins floor and rear, and heat is returned from beneath by hot-air pipes heated by the exhaust from the central motor. Though apparently so simple, this system is stated to have been developed only after long study.

consciousness of strength and power many outstrip our generosity."

He was careful to impress upon his interviewer that his attitude towards Germany was not determined solely by military considerations. From an industrial point of view he regards the German either as a good working partner or a terrible rival. Those people who, with good and almost sacred reasons, dislike and distrust the German, do not perhaps see clearly those qualities of his character which are unquestionably admirable—his deep devotion to his country, his courage under great afflictions, his persistency of purpose, and his profound intelligence. Qualities of this kind would tell at any time in the history of the world, but now, when civilisation is threatened on all sides by the disruptive forces of Bolshevism, they are qualities of the highest value. We, as well as France, may soon have cause to be grateful for them.

DISCIPLINE AND UNITY.

"Let me ask you a question," said Sir Ian. "Can you recall one single incident since the war in which our statesmanship has discriminated between the peaceful and the warlike German, between the good German and the bad German? The years slip away, and trade begins in Germany to get upon its feet. The discipline of that mighty nation, which fills me with respect, will achieve a unity in all its ways, industrial and political; with that unity, the unity of over eighty million people, the statesmen of other nations, whether they like or not, will have to reckon. Nothing can stop the progress of an intelligent and disciplined nation. How much safer we should feel in Great Britain if all our classes manifested their patriotism by an intelligence and a discipline as devoted as the German's!"

"Among ex-soldiers I find it a general sentiment that friendship with the best element in Germany is not only a wise policy, but an inevitable event in the civilisation of the world. The trouble is with our insular citizens, who never travel abroad and never visualise the realities of European politics. Convert them, get a new European consciousness into British democracy and even now the destruction of another war may be averted. But in my opinion, every moment that passes is big with fate. It is dangerous to sulk or to procrastinate when the tides of history are on the turn."

"The whole future of the world, I am convinced, will be decided during the next few months. It will turn upon the temper in which the Germans regard the British people. That they will solidly and vigorously restore their broken fortunes no one acquainted with Germany can doubt for a moment. The question for us then, is—simply this, are we to work together in a friendly understanding, with a Republican and industrial Germany, or we to stand apart and see a Hohenzollern spirit creeping back as a form of patriotism to restore the offended self-respect of a German people? It may be difficult for us to act, although I cannot see why; but clear as the sun in heavens is the fact that unless we do act, generously and sincerely, without patronage and without fear, it will soon be too late."

TENNIS PLAYERS

NOTE.

Owing to the Strike, our stock of Tennis Racquets, Balls and Tennis Gear generally, has accumulated, and in order to make room for new stocks coming forward, we are offering our entire stock at the following reduced prices:—

TENNIS RACQUETS

All perfect stock

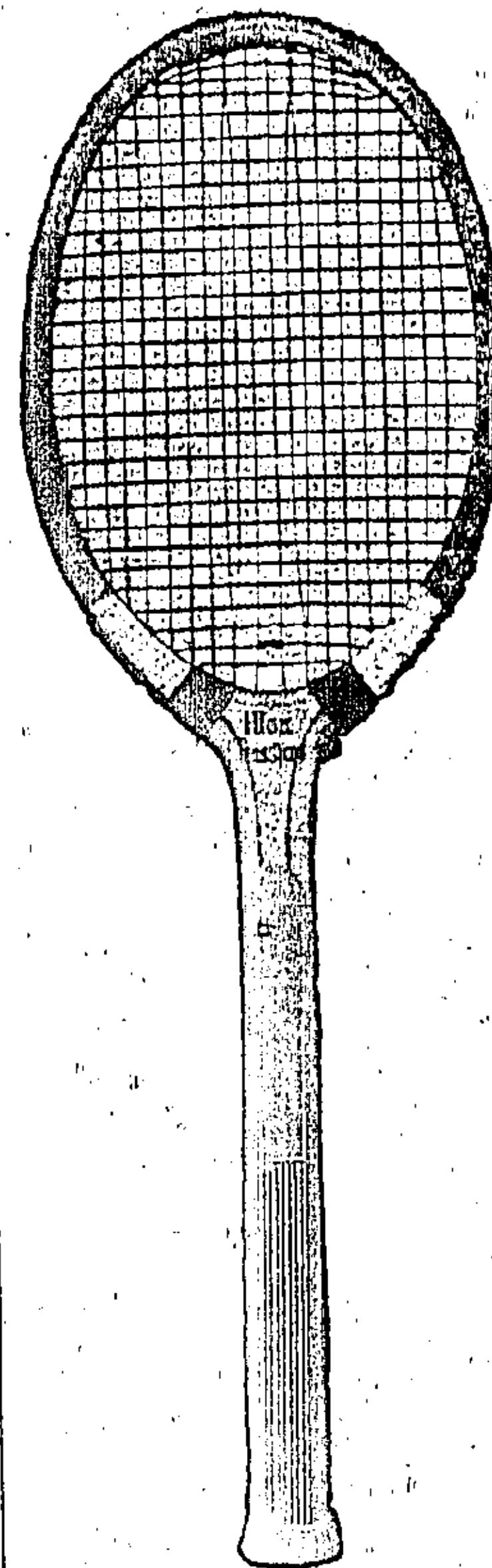
SLAZENGER'S
"DOHERTY"
\$27.50

DAVIS'S
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\$27.50

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\$29.50

JEFFERIE'S
"GLOBE"
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JEFFERIE'S
"HIGH TENSION"
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SYKE'S "ROYAL ARROW"
\$27.50

THE "BIRMAL"
ALUMINIUM RACQUET
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RACQUET PRESSES
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STEEL TENNIS POSTS
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TENNIS NETS
Reliable make and quality
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NET BAGS FOR CARRYING TENNIS BALLS
50 cents each.

TENNIS BALLS

SLAZENGER'S, DAVIS'S, ETC.
These balls are all 1925 issue but cannot be guaranteed

Price to Clear -- \$6.00 per dozen.

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Adopted by Railway and Steamship Companies, Hotels and Nursing Homes.

Highly recommended by the Medical Profession.

The body of a full-size "Vi-Spring" mattress contains more than 1,000 coppered-steel springs so ingeniously encased in special woven calico pockets, and arranged without any rigid fastening—that each works independently, without coming in contact with the others thus ensuring absolute freedom from noise and rendering it impossible for the springs to get out of order or become disarranged.

The whole is enclosed in a strong calico case, upholstered and covered with ticking.

VENTILATORS, protected by fine wire gauze, are placed at each end of the mattress, which prevents the entry of dust and other objectionable matter, but at the same time allows a free circulation of air, which is changed by every movement of the occupant, and is thus always pure and fresh.

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CAPSTAN
CIGARETTES

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THE "SHENANDOAH" INDICTMENT.

COLONEL MITCHELL'S TESTIMONY.

The recent cable message about the court-martial of Colonel Wm. Mitchell, late of the U. S. air force, for his indictment of the service, renders the following of greater interest. It appears in New York papers, just to hand, and is dated Washington, Sept. 30th.

The Shenandoah's fatal trip to the Mid-West was "in direct violation of the law."

The airplane PN. 9 No. 1 was nearly lost on its Hawaiian hop because the offer of army officers at Honolulu to send army planes and efficient sampan boats to hunt for her was refused by the navy.

Naval airplane participation in Commander MacMillan's Arctic expedition was handled by "bungling amateurs."

These were the first three "bombs" dropped into the President's aircraft hearing by Colonel William Mitchell when he went back to the stand to-day to let loose what he termed his "fire-works."

Colonel Mitchell's charge that the Shenandoah's "death cruise" was illegal was founded on the Articles of War providing that all air operations over the land shall be under the control of the army.

"Why, there were no parachutes on the Shenandoah," exploded Colonel Mitchell. "It was like sending ships to sea without life-boats."

Such tragic episodes prove that the judgment of air questions should not be entrusted to non-flyers. As regards the PN-9 No. 1 we have engineering data to show it was impossible for the plane to get to Hawaii on one charge of gas.

"Why didn't they send another ship along, that could make the trip without landing? There was an army plane near San Francisco that can go sixty hours on one charge of gas, or about 4000 miles without landing; that plane was practically amphibian."

"We airmen aren't going to stand for that sort of thing; such haphazard direction of air maneuvers," barked out the militant Mitchell.

Describing the lack of co-ordination between the army and navy regarding aviation, Colonel Mitchell declared, "We've just been throwing the ball around and we're no further along than we were when we started."

Colonel Mitchell quoted the Secretary of the Navy as saying he could agree to no arrangement under which the War Department would dictate the expenditure of aircraft funds.

"COUNTRY DECEIVED."

Taking up the old controversy over the bombing of the battleship Washington, sunk under the provisions of the Treaty of Washington, he insisted the flying force was not permitted to bomb it under wartime conditions and that the country had been deceived regarding a battleship's ability to withstand aircraft attack.

"The impression was put out that we couldn't sink the Washington," he said. "That is absolutely not the case. Aircraft can sink any ship and destroy it."

Admiral Fletcher, the representative of the old school of the navy and chief defender of the battleships on the board, listened intently, but did not interrupt the Colonel.

The crowd was again so large it overflowed into the corridors and anterooms of the hearing chamber. It was larger than yesterday. Colonel Mitchell had "Sold" himself to the public.

It was the old "Colonel Billy" on the stand to-day.

Yesterday he sat bowed over his paper, reading without much show of aggressiveness.

To-day he threw aside his prepared statement and sat with shoulders back, head high, chin out, as he drove home his points.

He swung about in his chair, talked first at one member of the board and then another. He was getting personal to-day, too. Talking of bombs, he said, "One member of your board can tell you what happened to him with bombs." The crowd tittered, but neither Admiral Fletcher nor General Harbord showed a sign of being the target.

Colonel Mitchell struck hard at what he termed the "coercive powers of the army general staff" over younger officers of the air service. He charged that the air men had never been able to present their case adequately to the country because of "the propaganda agencies of the War Department." This, he said, was the first chance they had had to talk freely.

CAPITALISM AND BOY SCOUTS.

MIXED DISCUSSION ON EDUCATION.

Cries of "Wrong, wrong, wrong!" greeted Mr. O. R. Coppock, general secretary of the National Federation of Building Trade Operatives, when, in a discussion on the education of the adolescent at the British Institute of Adult Education Conference at Balliol College, Oxford, he spoke of Boy Scouts and Girl Guides' organisations as being "militarised," continually saluting the Union Jack, and being taught that there was nothing but "warfare, warfare," for our nation.

If there were to be peace in the world, he declared, they had to be taught universalism. It was the innate Conservatism of the employer, he alleged, that stood in the way of adult education. He wanted to see efficient workmen because the day was fast coming when the workers were going to "take over."

Sir Percy R. Jackson, Chairman of the Education Committee of the County Councils Association, rebutted Mr. Coppock's condemnation of the capitalist in regard to the latter's attitude to education. For twenty-three years he had given the whole of his time to educational work, and had received the support of both capitalists and workers, but there were no better supporters, both in time and money, than his fellow manufacturers in the West Riding of Yorkshire in helping forward educational ideals. Our educational system was much better than many people thought.

"We don't want a revolution," he said "We have already got the best country in the world, the best people in the world, the most comforts of any people in the world, and though we have not the wealth of America we have much that they have not got."

CUCKOO'S SECRET.

How She Lays Her Eggs.

Mr. Edgar Chance, author of "The Cuckoo's Secret," has again, in response to some comments in the correspondence columns of the Times drawn attention to his challenge to anyone to come forward and prove to an independent body of ornithologists that any cuckoo has ever laid her egg in any other manner than directly in or into the nests of her victims.

Some persons, having seen cuckoos carrying eggs, have expressed the belief that the birds have inserted their eggs in the nests in which they were found by the medium of their beak or claws. But these, Mr. Chance pointed out in an interview with a Press representative are not their own eggs, but the eggs they have stolen. A cuckoo, after laying, will often fly away from the nest with the stolen egg in her beak and perch and eat it, sometimes uttering a joyous bubbling note, which is doubtless an indication to her mate that her important task is completed.

Five years ago he discovered that the cuckoo deposits her eggs in the nests of meadow-pipits and other birds every forty-eight hours, and in the following year this interesting discovery was for the first time in history photographed and filmed under his instructions. "One of the photographers," he recalled, "said to me, as he came on to the ground selected, 'Mr. Chance, I have never seen a cuckoo in my life.' Yet within twenty-four hours, from inside a 'hide,' he had filmed a cuckoo laying her egg." Since that time Mr. Chance has enabled a large number of visitors and ornithological friends to watch with him the actual deposition of cuckoo's eggs on more than a hundred occasions.

Unwelcome visitors to the Wembley Exhibition have been a party of counterfeiters. A number of forged £1 Treasury notes put into circulation there were detected as spurious on being paid into banks within the Exhibition grounds or outside. The spurious notes were excellent forgeries as far as colouring, figures, &c., were concerned. One was perfect, except that there was no water-mark. According to a bank manager, the majority of the notes his bank had received bore the same characteristics and were undoubtedly done by the same people. They would easily deceive the average man.

Hongkong Hotel GRILL ROOM

Special Armistice Fancy Dress Dinner Dance

11th November, 1925.

Dinner \$4.00 per head

(FANCY OR EVENING DRESS OPTIONAL)

LATE MOTOR COACH TO PEAK HOTEL

12.30 a.m.

TABLES MAY NOW BE RESERVED

The Hongkong & Shanghai Hotels, Ltd.



His dance

WHEN he claims you for his dance, will you surrender your arms gracefully and gladly? Or will the knowledge of superfluous hair distress you? It is unnecessary—inexcusable—to allow unsightly hair to mar the clean lines of your arms. For X-BAZIN is so simple to use, so safe, so successful.

In as little time as it takes to polish your nails, this pleasantly perfumed depilatory powder or paste will rid you of every disfiguring hair—underarm, forearm or neck. You simply apply the powder or paste; in a few minutes wipe it off.

For over a hundred years French women have guarded their immaculateness with this dainty treatment. It does not coarsen, darken, or encourage subsequent growth; its mission is one of beauty alone.

Manufactured by HALL & RUCKEL, Inc. New York, U.S.A.

X-BAZIN

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Exclusive Agents for South China

R. H. KOTWALL & CO., P.O. Box 252, Hongkong



Three Sandy Macs Please

There were three of them.

The Raw Young man was determined, at great personal inconvenience, to do The Right Thing. He bellowed "Double Scotch."

And tried to enjoy it.

The Florid One was there for a whisky. Any old whisky. He called for a "Scotch and Soda." He had done so these many years.

And he enjoyed it.

Came the Third Man. Who had Seen Life. Knocked about a Bit. He called quietly for a "Sandy Mac."

And he revelled in it—drinking slowly, critically. Admiration, tinged with awe, overspread the faces of the other two.

Heard later "Sandy Mac, please." "Sandy Mac, please." "Sandy Mac, please."

Sandy Macdonald Scots Whisky

AGENTS: H. RUTTONJEE & SONS, 15 QUEENS RD. CENTRAL, HONG KONG

Trunks of elm trees which were used in London more than 100 years ago as water pipes have been discovered in Red Lion-square and Devonshire-street, Holborn. By the early part of last century the New River Company had laid underground many

miles of wooden pipes for distributing water in the Metropolis, and those found in Holborn probably formed a part of their system. The trunks, which were about two feet below the surface of the road, were in a good state of preservation. They were in

lengths of about eight feet and had a bore of from six to eight inches. It is supposed they were connected with the pipes that conveyed water from the New River head in Clorkenwell, where a supply was received from Chadwell Springs, in Herts.

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LARGEST, FASTEST & MOST LUXURIOUS
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Via Shanghai, Nagasaki, Kobe and Yokohama
DAYLIGHT, THURSDAY NOVEMBER 12th.

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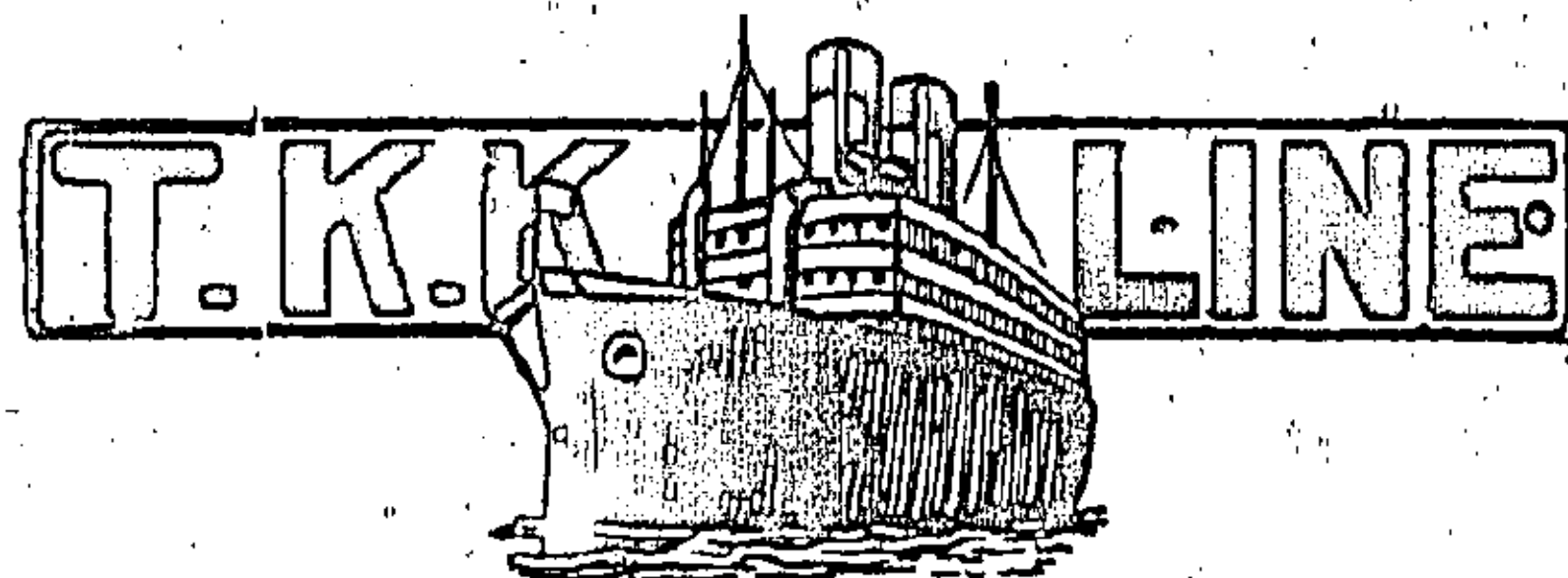
First Class Second Class Third Class
G\$375.00 G\$210.00 G\$125.00

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Dec. 18	Dec. 20	E/CANADA	Dec. 21
Jan. 1	Jan. 3	E/RUSSIA	Jan. 4
			Jan. 9

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SIBERIA MARU	November 20th.
TAIYO MARU	December 27th.
TENYO MARU	January 11th.
KOREA MARU	January 24th.

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KOREA MARU and SIBERIA MARU proceed to Los Angeles
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Los Angeles, Mexico, Panama, Peru & Chili.

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RAKUYO MARU	January 20th.

Y. TSUTSUMI, Manager.

Agent at Canton. King's Building.
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S.S. "PRESIDENT MADISON" November 29th, 5.00 p.m.
S.S. "PRESIDENT JACKSON" December 11th, 5.00 p.m.

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See Seattle-Chicago-New York
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First Class on the Pacific. First Class on American or Canadian
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Continental Railways. Any Line on the Atlantic. Through accommoda-
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afford two sailings each month. Westbound they
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thence to Singapore and beyond, round-the-world,
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With most frequent and convenient service, these
great oil-burning liners are notable for their speed and
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NEXT SAILINGS

EASTBOUND	WESTBOUND
PRESIDENT LINCOLN	PRES. CLEVELAND
Nov. 7, 5.00 p.m.	Nov. 13, 3.00 p.m.
PRES. CLEVELAND	PRESIDENT MONROE
Nov. 21, 5.00 p.m.	Nov. 24, 8.00 a.m.

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REGULAR FORTNIGHTLY SERVICE BETWEEN JAVA, CHINA AND JAPAN.

Steamers	From	Expected on or about	Will leave on or about	For
Celebs	Java	In Port	5th Nov.	Batavia
Tjimanoeck	Japan	In Port	6th Nov.	M'sar. & S'hai
Tjibodas	Amoy	In Port	7th Nov.	Japan
Tjibesar	Java	In Port	13th Nov.	M'sar & S'hai
Tjilatjap	N. China	13th Nov.	17th Nov.	Shanghai
Tjilatjak	Batavia	15th Nov.	21st Nov.	Batavia
Tjiteboet	Japan	19th Nov.	22nd Nov.	Amoy & S'hai
Tjikini	Java	20th Nov.	29th Nov.	Shanghai
Tjitiwong	Java	27th Nov.	1st Dec.	M'sar. & S'hai
Tjikembang	Batavia	28th Nov.	10th Dec.	
Tjikini	Shanghai	9th Dec.		

†Via Macassar
*Via Batavia

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All steamers carry a duly qualified surgeon. Cargo taken at
through rates to all ports in Netherlands-India and Australia.

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Regular four-weekly service between
Japan, Vladivostok, China, Hongkong,
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S.S. WESTERDYK 17th Nov.
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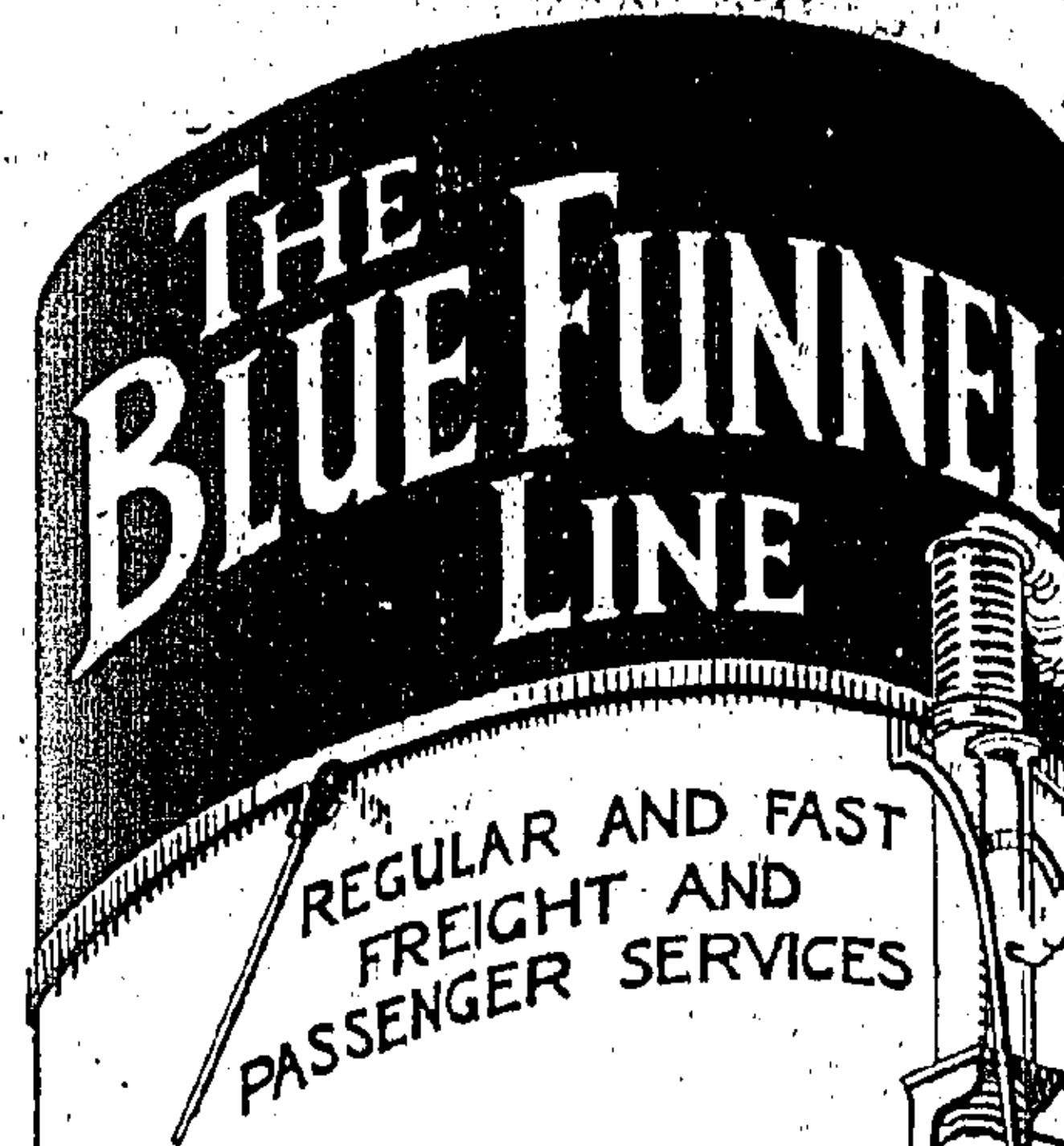
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All steamers have a limited accommodation for passengers.
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"SARPEDON" 18th Nov. Marseilles, London, R'dam & Glasgow.
"TROILOUS" 1st Dec. Marseilles, London, R'dam & H'burg.
"PATROCLUS" 16th Dec. Marseilles, London, R'dam & Glasgow.
"MERIONES" 29th Dec. Marseilles, London, R'dam & H'burg.

LIVERPOOL SERVICE

"DIOMED" 12th Nov. Genoa, Marseilles, Havre, L'pool & Glasgow.
"MENELAUS" 1st Dec. Genoa, Marseilles, Havre, L'pool & Glasgow.
"TITAN" 20th Dec. Genoa, Marseilles, Havre, L'pool & Glasgow.

PACIFIC SERVICE.

via KOBE & YOKOHAMA.
"TYNDAREUS" 21st Nov. Victoria, Vancouver & Seattle.
"ACHILLES" 18th Dec. Victoria, Vancouver & Seattle.

NEW YORK SERVICE

"PYRRHUS" 19th Nov. Boston, New York & B'more via Suez
"KEEMON" 7th Dec. Boston, New York & B'more via Suez

PASSENGER SERVICE.

"SARPEDON" 18th Nov. Singapore, Marseilles & London.
"PATROCLUS" 16th Dec. Singapore, Marseilles & London.
"ANTENOR" 13th Jan. Singapore, Marseilles & London.
"RECTOR" 3rd Mar. Singapore, Marseilles & London.
"SARPEDON" 7th April. Singapore, Marseilles & London.

Also cargo steamers with limited passenger accommodation at
specially reduced fares.

For freight and passage rates and information apply to—
Butterfield & Swire.
Agents.

POST OFFICE NOTICE.

Xmas and New Year Parcel Mail for the United Kingdom will be
closed in the G.P.O. at 5 p.m. on the 13th November.
This mail is due in London on the 17th December.

Postage stamps should be affixed in the right-hand top corner of
the address side of all postal articles.
The Radio Service has reverted to normal hours of working.
Messages may be handed in at any hour of the day or night during
General Post Office hours at Radio Counter, Main Hall, at all other times
messages should be taken through the corner entrance at Pedder Street
and Des Voeux Road to the Radio Office on the 3rd floor of the building.
These doors will be closed after 10 p.m. but admittance may be obtained
by ringing the night-bell.

Radio Traffic with Canton is suspended until further notice.
Interport Radio Telegrams are subject to delay.
Messages in Code must have name of Code used included in text.

INWARD MAELS.

From	Per	Due
Europe via Nagapatnam (Papers only, London, 8th October.)	Saabruecken	November 8.
U.S.A., Canada, Japan and Shanghai	Pres. Grant	November 8.
Manila	Emp. of Russia	November 9.
Shanghai	Suiyang	November 9.
Australia and Manila	Tanda	November 10.
Saigon	Andre Lebon	November 10.
Manila	Pres. Grant	November 16.
Straits	Kamo Maru	November 16.
Japan	Mishima Maru	November 17.
Australia and Manila	Tango Maru	November 18.
Japan	Hakusan Maru	November 20.

*Correspondence bearing vessel's name only.

CONSIGNEE NOTICE.

THE EAST ASIATIC CO., LTD.
COPENHAGEN.

The Steamship

"AFRIKA"

having arrived, Consignees of cargo
are hereby informed that all goods are
being landed and placed at their risk
into the hazardous and/or extra
hazardous Godowns of The Hongkong
& Kowloon Wharf & Godown Co.,
Ltd., where delivery can be obtained
as soon as the goods are landed.
No claims will be admitted after
the goods have left the Godowns and
all goods remaining undelivered
after the 12th of November, 1925
4 p.m. will be subject to rent.

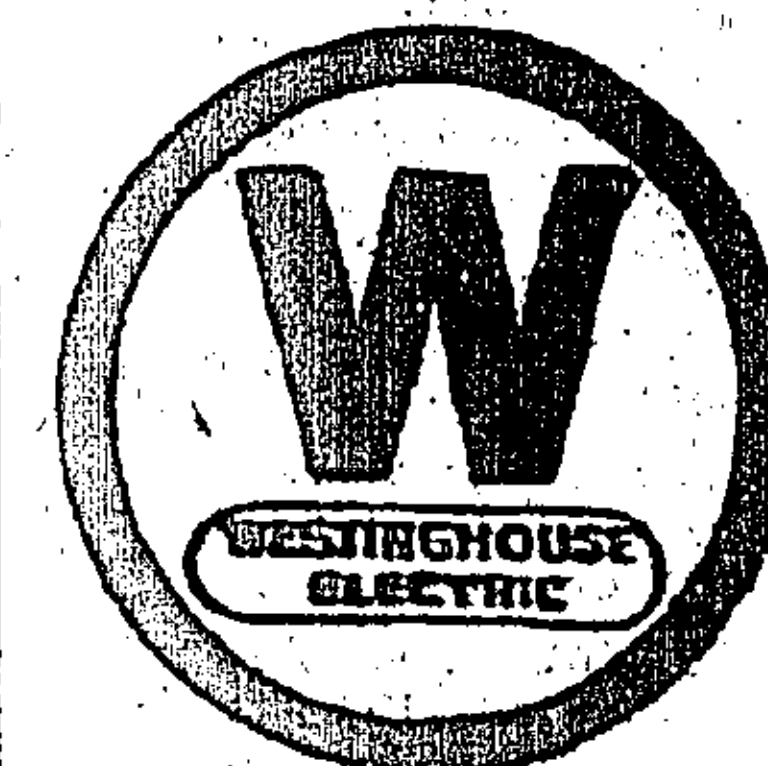
All broken, chafed and damaged
goods are to be left in the Godown,
where they will be examined by
Messrs. Anderson & Ash on the
12th of November at 10 a.m.

All claims against the vessel must
be presented to the Underwriter be-
fore the 15th of November, 1925, or
they will not be recognised.

No Fire Insurance will be effected.
Bills of Lading will be counter-
signed by

JOHN MANNERS & CO., LTD.
Agents.

Hongkong, 5th November, 1925.



Holyoak Massey, & Co., Ltd.
Distributors.
Queen's Bldg. Tel. C.673.

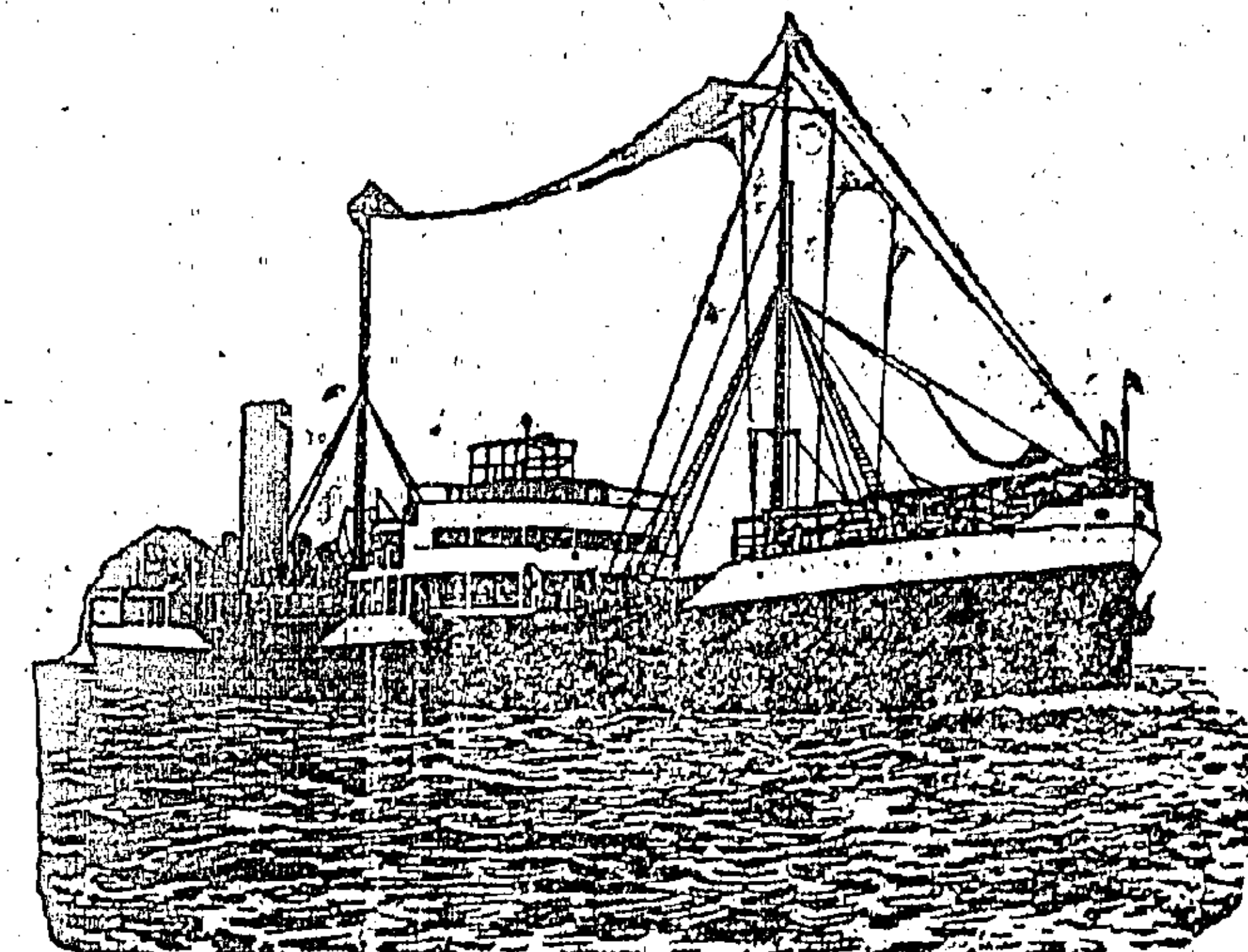
"Gets-It" Removes CORN

Quickly
Stops All
Smarting
Instantly
Every man or woman
who still has corns or
callouses ought to try
"Gets-It" and see how
marvelously it works.
Corn pains stop. The
corn or callous shrivels
up, it comes out
complete and gives
bleeding relief. Your
satisfaction is
guaranteed. Sold
by all Chemists
& Shops. Costs but
a trifle. E. Law-
rence & Co., Chicago, U.S.A.

THE NEW FRENCH REMEDY.
THERAPION No. 1
THERAPION No. 2
THERAPION No. 3
50c. for 100 Tablets. 50c. for 200 Tablets.
50c. for 300 Tablets. 50c. for 400 Tablets.
50c. for 500 Tablets. 50c. for 600 Tablets.
50c. for 700 Tablets. 50c. for 800 Tablets.
50c. for 900 Tablets. 50c. for 1000 Tablets.
50c. for 1100 Tablets. 50c. for 1200 Tablets.
50c. for 1300 Tablets. 50c. for 1400 Tablets.
50c. for 1500 Tablets. 50c. for 1600 Tablets.
50c. for 1700 Tablets. 50c. for 1800 Tablets.
50c. for 1900 Tablets. 50c. for 2000 Tablets.

THE HONGKONG & WHAMPOA DOCK CO., LTD.

TELEGRAPHIC ADDRESS "MANIFESTO", HONGKONG;
Codes Used: A1, A.B.C. Fifth Edition; Engineering: First and Second Edition;
Western Union and Watkins, Benson's Marconi.
Dock Owners, Ship Builders, Marine and Land Engineers, Boiler Makers, Iron and
Brass Founders, Forge Masters, Electricians.



OIL TANK STEAMER "PALUDINA."

412, 0' x 53' 1" x 31' 0" x 8,400 tons d.w. x 3,100 H.P.

Built by THE HONGKONG & WHAMPOA DOCK CO., LTD., at KOWLOON DOCK
to the order of THE ANGLO SAXON PETROLEUM CO., LTD., being one of four similar
vessels built in these WORKS to the same order.

Please address enquiries to the Chief Manager:—
R. M. DYER, B.Sc., M.I.N.A., Kowloon Dock, Hongkong.

& O-BRITISH INDIA, APCAR AND EASTERN & AUSTRALIAN LINES.

COMPANIES INCORPORATED IN ENGLAND
Taking Cargo on through Bills of Lading for S. Africa, Java and Burma, Ceylon, India, Persian Gulf, Mauritius, E. & S. Africa, Australasia, including New Zealand & Queensland Ports, Red Sea, Egypt, Constantinople, Greece, Levantine Ports, Europe, Etc.

REGULAR & ORIENTAL PORTNIGHTLY DIRECT ROYAL MAIL STEAMERS
(UNDER CONTRACT WITH H. M. GOVERNMENT.)

	Tons	From Hong Kong (about)	Destination
ANTUA	10,902	14 Nov. noon	Marseilles & London
ALYAN	9,118	28th Nov.	M's, L'don, Hull & A'werp
ASHMIR	8,985	11th Dec.	S'pore, P'ang, C'bo & B'bay
ACREA	10,911	12th Dec.	Marseilles & London
ASHGAR	9,105	26th Dec.	M's, London & Antwerp
MACEDONIA	1,108	9th Jan.	Marseilles & London
KHYBER	9,114	23rd Jan.	M's, London & Antwerp
DELTA	8,097	4th Feb.	S'pore, P'ang, C'bo & B'bay
MALWA	10,941	6th Feb.	Marseilles & London
KARMALA	9,128	20th Feb.	M's, London & Antwerp
MANTIA	10,902	6th March	Marseilles & London
KASHAIR	8,985	13th March	M's, London & Antwerp
KHIVA	9,135	20th March	M's, L'don & Antwerp
MOREA	10,918	3rd April	Marseilles & London
KALVAN	9,144	17th April	M's, L'don & Antwerp

Frequent connections from Port Said for Passengers & Cargo to Constantinople, Smyrna, and other Levant Ports by Steamers of the Khedivial Mail S.S. Co.

BRITISH INDIA-APCAR SAILINGS

	Tons	From Hong Kong	Destination
SANTHIA	8,500	23rd Nov.	S'pore, Penang & Calcutta
TILAWA	10,000	11th Dec.	S'pore, Penang & Calcutta

EASTERN & AUSTRALIAN SAILINGS (South)

	Tons	From Hong Kong	Destination
TANDA	6,958	2nd Dec.	Manila, Sandakan, Thurs.
ARAFURA	6,000	6th Jan.	Island, Townsville, B'bane, S'ney and Melbourne.
ST. ALBANS	4,500	3rd Feb.	

The E. & A. S. S. Co., Ltd. steamers will also call at Shanghai, Nello, Cebu, Kelambagan, Tawao, Timor, Darwin, or other ports en route as inducement offers.

Frequent connections from Australia with the following:-
The Union S.S. Co.'s Steamers to the United Kingdom via New Zealand, Vancouver, San Francisco, etc.

The P. & O. Royal Mail Steamers to London via Suez Canal.
The P. & O. Branch Service of Steamers to London via the Cape.

The New Zealand Shipping Co.'s Steamers for Southampton and London via Panama Canal.

SAILINGS TO SHANGHAI & JAPAN.

	Tons	From Hong Kong	Destination
TANDA	6,958	10th Nov.	Moji, Kobe & Yoko.
MOREA	10,911	14th Nov.	Shanghai, Moji & Kobe
ASHMIR	8,985	15th Nov.	Shanghai, Moji & Kobe
TILAWA	10,000	18th Nov.	Shanghai, Moji, Kobe & Osaka

All dates are approximate and subject to alteration without notice.

WIRELESS ON ALL STEAMERS.

Parcels Measuring not more than 2 1/2 ft. x 2 ft. x 1 ft. will be received at the Co's Office up to noon on the day previous to sailing.

For Passage Rates, Handbooks, Freight, etc., apply to
MACKINNON, MACKENZIE & Co., Agents

P. & O. Bdg., Connaught Rd., C.

GLEN AND SHIRE. JOINT SERVICE OF STEAMERS.

U. K., STRAITS, CHINA & JAPAN Service

OUTWARDS. HOMEWARDS.

Vessel.	Due Hongkong.	Vessel.	Leaves Hongkong.
GLENSANDA	In Port	CARDARTHENHIRE	28th Nov.
GLENBEG	12th Nov.	L'don, R'dam & H'burg via Oran.	
GLENTARA	29th Nov.	GLENBEG	24th Dec.
CARDARTHENHIRE	10th Dec.	London, Rotterdam & H'burg.	
GLENSHIEL	24th Dec.		

Movements are subject to change without notice.

For freight or further particulars please apply to:-

JARDINE MATHESON & CO., LTD.

THE GLEN LINE, LTD.

AGENTS

Telephone Central No. 215, sub-ex. 23 and 3695.

BOSTON, NEW YORK & BALTIMORE.

Joint Service of the

"BLUE FUNNEL LINE"

(Ocean S.S. Co., Ltd., & China Mutual S.N. Co., Ltd.)

AND

AMERICAN & MANCHURIAN LINE

(Ellerman & Bucknall S.S. Co., Ltd.)

Sailings from Hongkong.

S.S. "PYRRHUS"	via Suez Canal	19th Nov.
S.S. "CITY OF EVANSVILLE"	via Suez Canal	28th Nov.
S.S. "KEEMUN"	via Suez Canal	7th Dec.
S.S. "CITY OF DURBAN"	via Suez Canal	19th Dec.

* Calls at New York first.

Steamers proceed via Suez Canal or Panama Canal at Owners option Subject to change without notice.

For Freight and particulars apply to:-

BUTTERFIELD & SWIRE OR THE BANK LINE, LD. HONGKONG.

HONGKONG & CANTON: JARDINE MATHESON & Co. Ltd., CANTON

Shipping to Europe, Australia and other ports.



SAILINGS SUBJECT TO ALTERATION

VICTORIA, SEATTLE & VANCOUVER via Shanghai & Japan ports.
Through Bills of Lading issued to all Overland Commonwealth in U.S.A. and Canada.

Through passage rates to Europe via America 0.1400, 0.1420, 0.144

KAGA MARU	Thursday, 19th Nov at 11 a.m.
IYO MARU	Wednesday, 16th Dec
MARSEILLES, LONDON & ANTWERP	via Singapore & Ports.
HAKOZAKI MARU	Saturday, 7th Nov. at 11 a.m.
HAKUSAN MARU	Saturday, 21st Nov.
KITANO MARU	Saturday, 5th Dec.
GAMBURG via LONDON & ROTTERDAM & Ports.	
TAJIMA MARU	Tuesday, 8th Dec.
LIVERPOOL via ADEN & MARSEILLES GLEGOW	
DELAGOA MARU	Monday, 7th Dec.
SYDNEY & MELBOURNE via Manila & Ports.	
MISHIMA MARU	Wednesday, 18th Nov at 11 a.m.
TANGO MARU	Wednesday, 23rd Dec
NEW YORK and/or BOSTON via PANAMA.	
TAKAOKA MARU	Thursday, 19th Nov.
RANGOON MARU	Thursday, 15th Dec
BUENOS AIRES via Singapore, Durban & Cape Town	
KAWACHI MARU	End of Dec.
BOMBAY via Singapore & Colombo.	
TOKUSIMA MARU	Tuesday, 13th Nov.
JALCUTTA via Singapore, Penang & Rangoon	
OEYLON MARU	Wednesday, 18th Nov.
YAGASAKI, KOBE & YOKOHAMA.	
TANGO MARU	Wednesday, 28th Nov.
SHANGHAI, KOBE & YOKOHAMA.	
MORIOKA MARU (Moji Direct)	Saturday, 7th Nov.
BENGAL MARU (Moji Direct)	Saturday, 7th Nov.
KAMO MARU	Tuesday, 17th Nov.
KATARI MARU	Tuesday, 1st Dec.

For further information apply to:- NIPPON YUSEN KAISHA.

Tel. Central Nos. 292, 293 & 242. S. KINOSHITA, Manager.

DODWELL & CO., LTD.**NEW YORK SERVICE.**

FOR NEW YORK & BOSTON via SUEZ.
S.S. "DACE CASTLE" ... Sails 16th Nov.

LLOYD TRIESTINO.

REGULAR MONTHLY PASSENGER AND FREIGHT SERVICE FOR BRINDISI, VENICE AND TRIESTE (FUMB).

TAKING CARGO ON THROUGH BILL OF LADING TO GENOA, ALL ITALIAN, LEVANT, BLACK SEA AND DANUBE PORTS.

REDUCED PASSAGE RATES TO BRINDISI, VENICE OR TRIESTE.

166.**NEXT SAILINGS.**

OUTWARD FOR SHANGHAI, YOKOHAMA, KOBE AND MOJI.	
S.S. "FIUME-L"	Sails about 7th Nov.
S.S. "PERSIA" (cargo only)	Sails about 7th Nov.
S.S. "VIMINALE" (cargo only)	Sails about 8th Dec.
S.S. "TRIESTE" (cargo only)	Sails about 10th Dec.
S.S. "ESQUILINO"	Sails about 8th Jan.
HOMEWARD FOR BRINDISI, VENICE AND TRIESTE.	
S.S. "FIUME-L"	Sails about 4th Dec.
S.S. "VIMINALE"	Sails about 4th Jan.
S.S. "ESQUILINO"	Sails about 4th Feb.

NATAL LINE OF STEAMERS.

S.S. "UMSINGO"	Sails from Calcutta 30th Dec.
S.S. "UMVOLOSI"	Sails from Colombo 10th Jan.
	Sails from Calcutta 31st Jan.
	Sails from Colombo 10th Feb.

Regular Passenger and Cargo Service to South African Ports Through Bills of Lading issued from Hongkong.

For Freight or Passage on any of the above Lines apply to:-

DODWELL & CO., LTD.

Telephone Central 1030, Agents.

COMPANIA TRANSATLANTICA DE BARCELONA

(Spanish Royal Mail Line)

MANILA, SINGAPORE, COLOMBO, SUEZ, PORT SAID, BARCELONA & OTHER SPANISH PORTS.

ISLA DE PANAY ... 23rd Oct.

LEGAZPI ... 19th Dec.

YOKOHAMA, KOBE, MOJI & SHANGHAI.

ISLA DE PANAY ... 5th Oct.

LEGAZPI ... 30th Nov.

The steamers of this Company are all classed 100 A1 at Lloyd's and are fitted with every modern convenience for comfort and safety of passengers. Stewardess and Doctor carried.

For particulars of freight or passage apply:-

GOTELHO BROS.

Tel. 1331, Alexander Buildings, Hongkong.

O. D. BARRETTO, Ltd. 20, Central Avenue. B. C.

HONGKONG, CANTON & MACAO STEAMERS.**CANTON LINE—Sailings from Hongkong daily at 8 a.m. (Sundays excepted)**

Sailings from Canton daily at 8 a.m. (Mondays excepted)

MACAO LINE—Sailings from Hongkong daily at 8 a.m. and 2 p.m. daily (Sundays, 9.00 a.m. only); and from Macao at 8 a.m. and 2 p.m. (Sundays, 4.00 p.m. only.)

SUNDAY EXCURSION.

On Sunday 8th Nov., s.s. KINSHAN will leave Hongkong at 9.00 a.m. from Company's Wing Lok Street Wharf, and leave Macao at 4.00 p.m.

THE HONGKONG, CANTON & MACAO STEAMBOAT Co., Ltd.

COAST SHIPPING.**THE BANK LINE, LTD.**

Agents for the following Services.

NEW YORK, BOSTON & BALTIMORE**AMERICAN & MANCHURIAN LINE**

(ELLERMAN & BUCKNALL S.S. Co., Ltd.)

S.S. "CITY OF EVANSVILLE"	via Suez Canal	28th Nov.
S.S. "CITY OF DURB"	"	19th Dec.
S.S. "CITY OF LINCOLN"	"	28th Dec.

BOSTON & NEW YORK**AMERICAN & ORIENTAL LINE**

Sailing From Hongkong.

M.V. "WEIRBANK" via Suez Canal 1st January.

AMERICAN & ORIENTAL LINE**UNITED KINGDOM & CONTINENT****"ELLERMAN" LINE**

(ELLERMAN & BUCKNALL S.S. Co., Ltd.)

S.S. "CITY OF GLASCOW"	29th November.
For Marseilles, London, Rotterdam & Hamburg.	
S.S. "CITY OF BARODA"	14th December.
For Havre, London, Rotterdam & Hamburg.	

Fares to London "A" 1st Class £88. 2nd Class £60.
"B" 1st Class £80. 2nd Class £35.

MAURITIUS & SOUTH AFRICA**ORIENTAL AFRICAN LINE**

S.S. "SURAT" 16th November.

Loading for Mauritius, Delagoa Bay, Durban, East London, Algoa Bay, Port Elizabeth, Mossel Bay & Capetown.

Through Bills of Lading issued to Beira, Quilimane, Ibo, Port Amelia, Mozambique, Chindo, Inhambane, Zanzibar, Mombassa, Kilindini, Port Nolloth, Luderitz Bay, Walvis Bay, & Madagascar.

AUSTRAL-EAST INDIES LINE.

(Ellerman and Bucknall S.S. Co., Ltd.)

Sailings from Singapore on 6th of every month by "City of Palermo" or "Malatia" to Java, Freemantle, Adelaide, Melbourne and Sydney, and Vice Versa. Through Freight and Passenger bookings from Hongkong in conjunction with "Ellerman" Line or other services.

For freight or passage on any of the above lines. apply to:-

THE BANK LINE LTD.

Telephone C. 4791.

AUSTRALIAN-ORIENTAL LINE, Ltd.**S.S. "CHANGTE"**

This Vessel will sail hence on

Friday, 4th December, at Noon

FOR
MANILA, ZAMBOANGA, PORT BANGA, THURSDAY ISLAND AND AUSTRALIAN PORTS.

THROUGH BILLS OF LADING ISSUED TO ALL AUSTRALIAN, NEW ZEALAND AND TASMANNIAN PORTS.

THIS NEW VESSEL IS FITTED WITH THE FINEST AND MOST UP-TO-DATE FIRST AND SECOND CLASS PASSENGER ACCOMMODATION.

(Sailing Subject to Alteration.)

For Freight & Passage, apply to—BUTTERFIELD & SWIRE, Agents.

DOUGLAS STEAMSHIP CO., LTD.**HONGKONG & SOUTH CHINA COAST PORTS SERVICE.**

Regular Service of Fast, High Class Coast Steamers having good accommodation for First Class Passengers. Electric Light and Fans in state-rooms and Saloon and Excellent Cuisine.

For Amoy and Foochow

(Occupying 9 to 10 days.)

Calling at Amoy for Passenger only

Steamships Captain. Leaving.

Mailing ... W. C. Passmore | TUES., 10th inst. at 3 p.m.

Arrivals and Departures from the Co.'s Wharf (near Blake Pier).

For Freight and Passage, apply to

Douglas Lapraik & Co.,

General Managers

Round Trip Tickets will be issued from Hongkong to Foochow (Pagoda Anchorage) and Return, by the same steamer, by the "Haining", "Hailong" & "Hatching" at the Reduced Rate of \$30.00 including Meals while the steamer is in Port.

M MESSAGERIES MARITIMES M**SERVICES CONTRACTUALS**

Mail Steamers Next Sailings from Marseilles Pro. arr. at Hkg. and Sailing for Shanghai & Japan Pro. Sailings from Hongkong for M's

ANGKOR			10th Nov.
ANGERS			24th Nov.
ANDRE LEBON	9th Oct.	10th Nov.	8th Dec.
PAUL LECAT	23rd Oct.	25th Nov.	22nd Dec.
AMBOISE	6th Nov.	23rd Dec.	5th Jan.
AMAZONE	20th Nov.	23rd Dec.	19th Jan.

RATES OF PASSAGE MONEY TO MARSEILLES.

(including Table Wine and free Doctor's attendance)
A Class 1st Class £95.00 B. Class 1st Class £83.00
Steamers 2nd Class £68.00 Steamers 2nd Class £60.00

Through Tickets to London and Leading Towns of Europe.

Accommodation reserved in the trains at Marseilles.

LIQUE COMMERCIALES (CARGO-BOATS)

S.S. "YALOU" from Dunkirk, London, Havre is due to arrive about 20th Nov.

For full particulars apply to:- Messageries Maritimes Co., 5 Queen's Building.

phone Central 740

CHINESE OPTICAL CO.

Refracting and Manufacturing

Crookes Glasses

Kryptok (Invisible)

Bifocals.

Toric Lenses.

Sun Glasses.

87, Queen's Road, Central.

GREEN ISLAND CEMENT CO., LTD.**PORTLAND CEMENT**

In Casks of 375 lbs. net.

In Bags of 250 lbs. net.

HEWAN, TOMES & CO.

General Managers.

Hongkong.

The Empress Store

58, Nathan Road, Kowloon.

Under English Management

Orders for Wines, Liquors, Provisions, Fresh Fruit and Vegetables, etc.

Promptly executed at competitive prices.

AUCTIONEERING & BROKERING CO., LTD.

Proprietors.

METALS

at all kinds especially for ship-building and engineering work. Complete stock.

Best Terms. Immediate delivery.

SINGON & CO.,

[ESTABL

HOTELS.

THE
HONGKONG
HONGKONG HOTEL; REPULSE BAY HOTEL; PEAK HOTEL
Telegraphic Address: "KREMLIN, HONGKONG."

AND
SHANGHAI
ASTOR HOUSE HOTEL; PALACE HOTEL;
KALEE HOTEL; MAJESTIC HOTEL.
Telegraphic Address: "CENTRAL, SHANGHAI."
HOTELS,
LIMITED.

In association with the Grand Hotel
Des Wagons Lits, Peking.

KOWLOON HOTEL
THE PREMIER HOTEL IN KOWLOON.
First Class Billiard Room and Saloon Bar.
Electric Lift and Telephone to each Floor.
Tels. K.608 & K.609. Cable address: KOWLOTEL, Hongkong.
Under the Personal Supervision and Management of
FRANK L. COOKE
Proprietor.

KING EDWARD HOTEL.
CENTRAL LOCATION
ELECTRIC LIFTS AND LIGHTING,
TELEPHONE ON EACH FLOOR.
HOTEL LAUNCH MEETS ALL STEAMERS
Tel. Central 373. Telegraphic Address "Victoria"

THE EUROPE HOTEL.
SINGAPORE.
FOR
COMFORT-FOOD-MUSIC-DANCING
Terms:—A la carte or inclusive.

The after-dinner dances are held every Tuesday,
Thursday and Saturday.
Telephones in every room.
The Europe Orchestra plays nightly during Dinner,
and for Tiffin on Saturdays.

GRILL ROOM
Telegrams "Europe Singapore". **ARTHUR E. ODELL.**
Telephone 2740. Managing Director.

THEATRE ROYAL

HAVE YOU MADE UP YOUR PARTIES
YET FOR THE FORTHCOMING HONG-
KONG A.D.C. PRODUCTION?

"A LITTLE BIT
OF FLUFF"

(The screamingly funny farce)
December 2nd, 3rd, 4th and 5th. Booking now open at
Anderson's.

Memorials

Estimates
and
Designs submitted
for all classes
of Memorials

C. E. WARREN
& CO., LTD.

China Building
(Facing Queen's Theatre.)

Monumental Dept.—Showroom.
98A, Wanchai Road.

Printed and Published for the Proprietor by FREDERICK
PERCY FRANKLIN, at 11, Ice House Street, in the City of
Victoria, Hongkong.

EARLIER TELEGRAMS.

OBITUARY.

London, November 6.
The death is announced of Major General Sir William Rycroft.
—Reuter.

[Sir William Rycroft was until early this year the Governor of
British North Borneo. He was for a time in a hospital in Singapore
and later decided to give up his post on account of illhealth.

Sir William was born in 1861. After Eton and Sandhurst he
entered the Army in 1879 and served with the Nile Expedition; saw
action at Sarrahs in 1888, being mentioned in dispatches. He com-
manded the 11th Hussars from 1902 to 1908. He had a staff
appointment in South Africa in 1899-1900 and in 1911-12. He was
mentioned in dispatches in Somaliland and received a medal and two
clasps.

He served throughout the European War, was mentioned in
dispatches on seven occasions, was promoted to the rank of Major
General and given the K.C.M.G. He was also Knight of Grace, St.
John of Jerusalem, had the Legion of Honour, Croix de Commandeur,
Orders of the White Eagle of Serbia, Redeemer of Greece, Star of
Rumania, and the Greek Order of Merit. He retired in 1921 and was
appointed Governor of British North Borneo in 1922.]

London, November 6.
The death is announced of Professor John Langley. —Reuter.
[Professor John Newport Langley was a distinguished fellow
of the Royal Society. He was born in 1852. His career at Cambridge
was distinguished and he took a first class in the Natural Sciences
Tripos. He became a medalist of the Royal Society in 1892 and
seven years later became President of Section I of the British
Association. He was a member of many scientific societies in Eng-
land and abroad and wrote widely on science.

He was editor of the Journal of Physiology and a professor in
that subject at Cambridge. During his lifetime he was given
honorary degrees by the St. Andrews, Dublin, Groningen and Stras-
bourg universities.]

RUSSIAN GOVERNMENT MONOPOLY.

Moscow, November 6.
The central committee of the Russian Communist party collaborat-
ing with representatives of the Commissariat of Foreign Trade have
approved a resolution declaring that monopoly of foreign trade
is one of the factors for the development of the productive powers of
Soviet Russia and a protection against economic domination by foreign
capital. It recommends the improvement of the methods of main-
taining the monopoly by organizing special limited exporting and
importing companies operating through Soviet trade delegations, and
the formation of companies for the export of timber, butter, coal and
furs, and the import of cotton textile and agricultural machinery and
plant for iron, steel, electrical and chemical industries. It also urges
the simplification of the system of licensing exports and imports.
—Reuter.

NEW FRENCH MINISTER TO SIAM.

Paris, November 6.
M. Willem Franks, Consul General at Shanghai, has been ap-
pointed Minister to Bangkok to replace M. Pila who was sent to Siam
on a special mission to sign the new Franco-Siamese agreement con-
cerning Indo-China.

Le Matin says of this agreement that advices received from
Indo-China state that the French colonists welcome the agreement
for they feel quite easy in their activity. It emphasizes the wisdom
of the Siamese administration and the substantial services it has
done and will render to its Indo-Chinese neighbour.—Havas.

GERMAN MORPHINE SMUGGLERS.

Ottawa, November 6.
The seizure at Vancouver of \$100,000 worth of morphine con-
tained in trunks from Germany and labelled for Japan is expected
to result in the arrest of a number of German smugglers and the
exposure of a scheme for smuggling morphine into Canada from
Japan. Officials of the Department of Health believe the drugs were
shipped from Germany via Quebec to Japan and smuggled back from
Japan.—Reuter's American Service.

COTTON PROFITS.

London, November 6.
Messrs. J. and P. Coats' net profits for the year ended June 30
were £3,655,699, the best since the boom years, 1918 and 1920. The
annual distribution of profits amounts to 17.5 per cent, as in the
previous five years.—Reuter.

RUSSIAN OIL DEVELOPMENT.

Moscow, November 6.
It is semi-officially stated that the Soviet Government has ratified
the programme for oil production in Russia for the year 1925 at
513,000,000 poods and assigned 119,000,000 roubles for the renewal
of the plant and equipment of the industry. Last year's programme
of oil production which was fixed at 418,000,000 poods was exceeded
by three per cent.—Reuter.

HIGH COMMISSIONER OF SYRIA.

Paris, November 6.
Senator Henry de Jouvenel, Editor of Le Matin, has accepted
the High Commissionership of Syria in succession to General Sarrail.
—Reuter.

SPAIN AND JAPAN.

Madrid, November 6.
The Hispano-Japanese Treaty of Commerce is signed and it will
operate immediately.—Reuter.

HEAD-PHONE AERIAL.

Without Wires from the Set.

Any number of people wearing
head-phones unfettered by wires
may listen to broadcast while
moving about the house by the
use of an instrument invented by
Mr. Walter R. Whitmore, secre-
tary of the Wireless League,
Leicester branch.

When he demonstrated his in-
strument a three-valve set, not in
any way connected with the head-
phones, was used. Each phone,
however, had an attachment
looking like a small frame aerial.
This could be slung over the

shoulder in a box, and, as long as
the listener remained within fifty
feet of the aerial proper, reception
was good.

Mr. Whitmore is continuing his
experiments, aiming at extending
that range, and making it possible
to operate loud speakers on the
same principle.

The discovery will do away
with the discomfort of being tied
to the terminals, and in hospitals
and other large buildings will
obviate the expense of long wiring
extensions from the central set to
the various listening posts.

The principle on which the in-
vention works is by re-radiation
from the large aerial to the sup-
plementary coil which is attached
to each pair of telephones.

EARTH'S HEAT.

Deepest Ore Mine in
World.

The St. John del Ray mine in
the State of Minas Geraes, Brazil,
is of extraordinary interest, both
on account of the time—nearly a
century—it has been worked, and
as the deepest ore mine in the
world. It was purchased in 1834
for £56,737, states The Mining
Journal (London). Its location is
about 2,700 feet above sea-level,
and the lode lies in a calcareous
schist, possibly of pre-Cambrian
age, the ore consisting chiefly of
massive pyrrhotite, with mis-
pickel and iron pyrites. From a
vertical cross section the lode ap-
pears to be a vein 650 feet or more
long and 45 feet wide dipping at
an angle of 45 degrees. The mine
was at first a steep open-cast,
supported by props and timber.
After interruptions in working in
1867 and 1886, two new shafts
were completed each to a depth
of 2,232 feet, in 1892, and since
that time the mine has been
developed by a series of internal
shafts, each 1,200 feet deep in
a sap-like succession, 1,420 feet
apart. The total vertical depth is
now 6,800 feet, the lowest portion
of the mine being reached by two
inclined shafts, the lode having
flattened to 19 degrees. Increase
of temperature—1 degree for
every 125 feet—has been one of
the serious difficulties of the min-
ing. At 6,500 feet the rock has a
temperature of 118 degrees F. and
that of the air is 110 degrees F.
Cooling is effected by a Sirocco
fan delivering 80,000 cubic feet of
air per minute, to which is added
5,000 feet from the winding
engines, the surface air being
cooled to 45 degrees in steel
drums revolving in chilled water
and delivered at 81 degrees at the
6,500 foot level. About 4,000
horsepower in electrical and com-
pressed air energy is used, the
power being transmitted electrically
from eight small hydraulic
stations. About 70 per cent. of the
free gold is recovered by crushing
and washing and 25 per cent.
being lost in tailings. The mine
has produced 130 tons of bullion
representing £15,000,000.

THIRTY-ONE VICTIMS.

Amok in Kuching Bazaar.

An unusually tragic and dis-
turbance incident occurred in Kuching
one day last month, about 1.45
p.m., when Panggi, a Dyak police-
man, who had been queer in his
behaviour for some days, sudden-
ly seized his parang, in the
bachelor's barracks, slashed at
two fellow constables and then
ran amok into the most densely
crowded thoroughfare of the baz-
aar, Carpenter Street, reports the
Sarawak Gazette. An immediate
pandemonium ensued while
Panggi rushed hither and thither
in and out of shops, hacking at
anyone within reach, killing out-
right one man and two children,
and seriously wounding twenty-
eight others including three wo-
men, mostly Chinese. Another
victim succumbed in hospital.

The whole affair took place in
such an incredibly short space of
time that it was impossible for
the Police to deal with the situ-
ation before the worst of the
ghastly business had been done.

Hearing the amok alarm, and
cries of Si! Si! the Superintendent,
Mr. O. Lang, without delay,
hurried out of the Police Station
office, ordering Mr. Ennion to
accompany him with a rifle.

They both proceeded with all
speed to the scene, luckily near-
by, just in time to see Panggi
emerging from a shop door. A
well-directed shot felled him
down with a smashed knee, and
put an end to further slaughter,
and he was at once secured and
taken to Hospital, protesting with
a vacant stare "Sahya tiada salah
apa apa, tuan!" ("I have not
done any wrong, sir!")

The Sarawak paper comments:
—An amok is not common even
amongst Malays in Sarawak, and
almost unprecedented for a Dyak.

The Leicestershire coroner held
an inquest recently at Oadby,
near Leicester, on Margaret Bot-
terill, widow, aged seventy-five,
who died from the effects of a
wasp sting. Dr. Sim stated that
he found a small punctured wound
which penetrated a vein under
the tongue. He was of opinion
that the venom from the wasp
sting affected that part of the
brain controlling respiration and
caused death. A verdict of acci-
dental death was recorded.

Entertainments.



TO-DAY at 2.30, 5.15, 7.15 and 9.15

FAREWELL PERFORMANCES
of
the Greatest Event of the Season,
the First Presentation in Asia

of
CHARLIE CHAPLIN

in
"THE GOLD RUSH"

The film that packed the Tivoli
for four Weeks to over £20,000
Business and for which the
management were glad to pay
£10,000 Film hire

Starting TO-MORROW

MAURICE TOURNEUR

presents

BARBARA LAMARR

in

THE WHITE MOTH



A BIG PICTURE
TO-DAY AT 5.30 ONLY

at
THE STAR

THE STAR

Saturday to Wednesday, November 7 to 11

**ITALIAN GRAND
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Time Table

SAT.	at 9.15 p.m.	IL TROVATORE
SUN.	at 8.00 p.m.	CAVALLERIA & PAGLIACCI
SUN.	at 9.15 p.m.	MIGNON
MON.	" "	TOSCA
TUES.	" "	FAUST
WED.	" "	MADAME BUTTERFLY

PICTURE MITINEES MON. TO WED.

**LENORE
ULRIC** in **TIGER ROSE.**